



Planning and Highways Committee

Date: Thursday, 17 December 2020

Time: 2.00 pm

Venue: Virtual Meeting - https://youtu.be/_jbz_M0_6Ok

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

7 - 12

To approve as a correct record the minutes of the meeting held on 19 November 2020.

5. 126912/FH/2020 - 1C Ardern Road, Manchester, M8 4WN - Crumpsall Ward

13 - 40

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

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

6. 128191/FO/2020 - Land Bounded by Ashton Canal, Great Ancoats Street, Munday Street and Pollard Street, Manchester, M4 7DS - Ancoats and Beswick Ward

41 - 140

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

7. 122280/FO/2019 - Land Bounded by Great Ducie Street and Mirabel Street, Manchester, M3 1PJ - Deansgate Ward

141 - 214

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

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| 8. | 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.
A site visit will take place for members of the Planning and Highways Committee prior to the meeting. | 215 - 294 |
| 9. | 126308/FO/2020 - 2-4 Whitworth Street West, Manchester, M1 5WX - Deansgate Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 295 - 344 |
| 10. | 128002/FO/2020 - One City Road, 1 City Road East, Manchester, M15 4PN - Deansgate Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 345 - 396 |
| 11. | 128018/FO/2020 - Jessiefield, Spath Road, Manchester, M20 2TZ - Didsbury West Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 397 - 424 |

Meeting Procedure

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. There is information below on how to seek to register to speak at an online meeting.
 4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes. There is information below on how to seek to register to speak at an online meeting.
 5. Members of the Council not on the Planning and Highways Committee will be able to speak for up to 4 minutes. They need to register this interest with the committee officer the at least one day before the meeting.
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1. 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 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.

Copies of the agenda are available beforehand from the reception area at the Main Entrance of the Town Hall in Albert Square and may be viewed on the Council's website up to seven days prior to the date of the meeting (see web information below). Some additional copies are available at the meeting from the Committee Officer.

It is the Council's policy to consult people as fully as possible before making decisions which affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. 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. Members of the public are requested to bear in mind the current guidance regarding Coronavirus (COVID-19) and to consider submitting comments via email to the Committee Officer rather than attending the meeting in person. The contact details of the Committee Officer for this meeting are listed below.

Agenda, reports and minutes of all Council meetings can be found on the Council's website www.manchester.gov.uk

Joanne Roney OBE
Chief Executive,
3rd Floor, Town Hall Extension,
Lloyd Street,
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, 9 December 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, 19 November 2020

This Planning and Highways meeting was conducted 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, Hitchen, Kamal, Lovecy, Lyons, Madeline Monaghan, Riasat, Watson and White

Apologies:
Councillor Flanagan

Also Present:
Councillors Jeavons (ward Councillor) and Shilton-Godwin (ward Councillor)

PH/20/63 Supplementary Information on Applications Being Considered

A copy of the late representations that were received in respect of applications (126142/FO/2020, 126328/FO/2020, 127538/FO/2020, 127539/LO/2020 and 126912/FH/2020), since the agenda was issued, was circulated.

Decision

To receive and note the late representations.

PH/20/64 Minutes

Decision

To approve the minutes of the meeting held on 22 October 2020 as a correct record.

PH/20/65 126142/FO/2020 Vacant Land to the North of 9 and 11 Ennerdale Avenue, Manchester, M21 7NR - Chorlton Park Ward

This application relates to the erection of eight dwellings with associated vehicular access, parking and landscaping following demolition of two existing houses on Ennerdale Avenue. The eight dwellings are arranged to form two pairs of semi-detached properties (two (2 bedroom) three person and two (3 bedroom) 4 person dwellings) and two buildings to form four cottage flats (two (1 bedroom) two person and two (2 bedroom) 3 person dwellings). 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.

The Planning Officer reported that the supplementary information submitted contained details of an on-site indicative tree replacement scheme which were included within the proposed conditions.

The applicant addressed the Committee on the proposals contained within the application.

An objector to the application addressed the Committee and referred to concerns relating to the loss of hedges, the demolition of properties, the loss of trees, overlooking of neighbouring properties, loss of light and reduced security and the impact on the lives of residents as well as raising concerns in relation to the sustainability credentials of the proposed buildings and embedded energy in the houses to be demolished.

The Planning Officer reported that points raised including overlooking had been addressed and included within the proposed conditions, it was not considered that loss of light would be significant in view of the length of the garden areas, the orientation proposed and the issue of security that had been addressed through input of GMP Secure by Design, which proposed landscaping, boundary treatment and improvements to the natural surveillance of the area.

Councillor Shilton-Godwin (ward Councillor) addressed the Committee and welcomed the application that would help to address a shortage in the number of social dwellings.

Councillor Dar made a proposal to move the recommendation and this was seconded by Councillor Shaukat Ali.

Decision

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

(Councillor White declared a personal interest in the application for the reason that he is a Council appointed member of the Southway Housing Trust People and Places Committee.)

(Councillor Leech declared a prejudicial interest and withdrew from the meeting during the consideration of the application.)

**PH/20/66 126328/FO/2020 Speakers House, 39 Deansgate, Manchester, M3
2BA – Deansgate Ward**

This application is for the erection of a seventeen-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.

Additional information had been included in the Supplementary Information.

Councillor Jeavons (ward Councillor) addressed the Committee to request the Committee to hold a site visit.

An objector spokesperson addressed the Committee and referred to the size, height and overbearing nature of the proposed building which would result in a loss of light and overlooking on the existing adjacent residential accommodation.

Reference was also made to the contents of the deeds for the proposed site.

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

The Planning Officer advised the Committee that the issues raised had been addressed within the planning application and the proposed conditions. The Committee was advised that the reference made to the deeds of the proposed site were a private matter and not a material planning consideration.

The Chair invited the Committee to comment and ask questions on the application.

A member of the Committee supported the request for a site visit and commented that it would be useful for the Committee to visit the site.

A member acknowledged the request for a site visit but considered that the proposal would have a negative impact on St Anne's Square area. In addition, it was noted that the economic benefits had been set out in the report however, the heritage benefits would not be enhanced by the proposal.

A member requested if it was possible to view the land deeds for the application site.

The Director of Planning reported that the member could see the land deed but advised that it should not be discussed in the context of determining the planning application.

Councillor Davies made a proposal for a site visit and this was seconded by Councillor White.

Decision

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

**PH/20/67 127538/FO/2020 and 127539/LO/2020 67-75 Piccadilly and 4-6
Newton Street, Manchester, M1 2BS – Piccadilly Ward**

This application relates to an application for the 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. The application also refers to 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)

Additional information had been included in the Supplementary Information and further representations had been received regarding noise levels and the use of the roof terrace.

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

The Chair invited the Committee to comment and ask questions on the application.

A member welcomed the proposal and commented that the building would compliment and enhance Piccadilly. Reference was made to the use and roof top terrace and would a sound system be installed. Members requested that a condition is added to ensure there is no amplified music played on the roof terrace and local councillors be involved in the discussions regarding conditions on the hours of operation, capacity of the terrace.

The Planning Officer reported that the proposed roof terrace is a small area and would be used for organised events only. It would not have amplified music. The hours of operation would be determined in consultation environmental health officers.

Decisions

1. The Committee approve the application, subject to the conditions and reasons set out in the report submitted.
2. The Committee delegate authority to the Director of Planning Building Control and Licensing and consultation with the Chair of the Planning Committee to determine conditions for the roof terrace aspects of the application relating to: capacity, hours of operation and playing of music.

PH/20/68 1C Ardern Road, Manchester, M8 4WN – Crumpsall Ward

This application relates to 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 Director of Planning reported that additional late information had been received from the applicant and objectors to the application. In view of the lateness of the submissions made, it was recommended that consideration of the application be deferred to allow officers time to properly consider the submissions.

Decision

The Committee deferred consideration of the application to the next meeting of the Committee, to allow the planning officer time to consider additional late information.

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Application Number	Date of Appln	Committee Date	Ward
126912/FH/2020	21st May 2020	17th December 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 roof light 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. Following receipt of a revised scheme 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 also 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. Re-notification with local residents was carried out following receipt of a tree report and an amended plan from the applicant, as a result of the re notification six objection letters from 4 different households were received from residents that had previously objected to the proposal, and an objection letter from a planning consultant on behalf of a local resident was also received.

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. The site visit was deferred due to the submission of an Arborcultural report from the applicant.

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 metre 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.

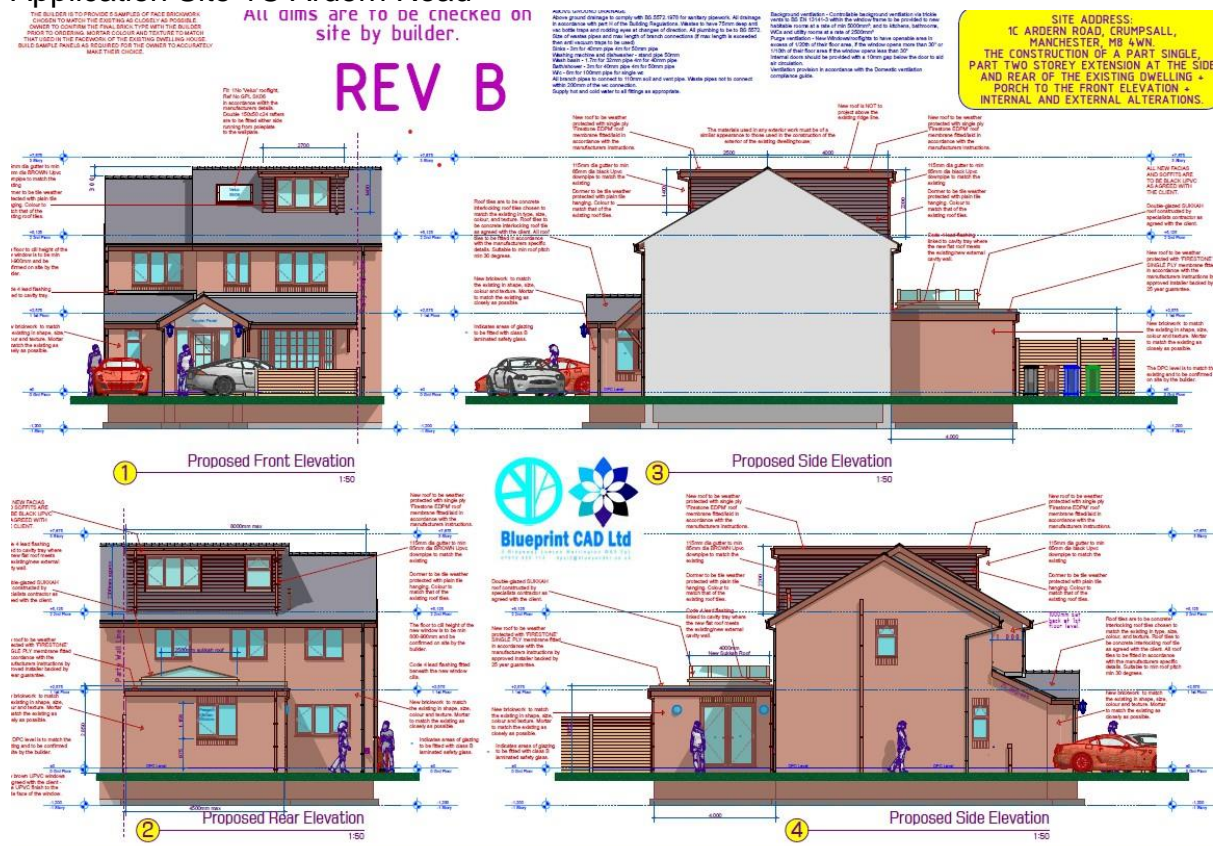


Application Site 1C Ardern Road

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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 Head of Environmental Health was consulted and raised no objections to the proposal and confirmed the positioning and the size of bins provided are acceptable. Neighbourhood Services (Tree Section) were consulted and raised no objection to the proposal subject to careful construction methods being used whilst the development is implemented. In addition, they also recommend that the appointed arboricultural consultant should supervise the excavation element and ensure that adequate protection is in place to ensure root protection. An appropriate condition has been attached to ensure that this is the case..

The occupiers of the surrounding properties were notified 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 raised 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 dominant 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;

Further notification took place following the receipt of a tree report and an amended plan from the applicant, the plan indicated a further reduction of hard land scaping within the rear garden. Furthermore, two additional properties to the rear of the site were included into the notification process. As a result of the further notification exercise six objection letters from 4 different households were received from residents that had previously objected to the proposal. However, new issues were raised which are as follows:

- Excavation of the footing of the extension would damage the boundary fence, trees and garden fixings.

- The drainage and sewerage systems, and waste receptacles may not be adequate for a six bedroom house.

A tree report was commissioned by a local resident and the findings are summarised below:

- The revised design goes some way to avoid damage to the tree root system, however, given the proposed build overlap of the root protection area (RPA) and necessary contractor activity within the limited available space, damage to the tree root system is still anticipated.
- The removal of some trees to facilitate building works would be appropriate in some circumstances. However, the Horse Chestnut Tree falls into a Category B, which are of moderate quality and their retention is desirable.
- The Local Authority needs to consider if the needs and benefits of the home improvement proposals outweigh the amenity benefits provided by the tree and whether the tree is worthy of a tree preservation order given its visibly position.
- The tree owners consent, would be required to remove the tree and should the tree be damaged by any construction work the tree owner, within a few years, would likely be burdened with tree maintenance costs to mitigate tree risk hazards brought about by construction damage.
- The Horse Chestnut Tree is the end tree of a row of 5 and is a dominant shelter tree; its removal could predispose the remaining sheltered trees to exposure and possible wind throw.

One further letter was received from a planning consultant representing one of the residents, which did not raise any additional concerns that had not already been raised previously. However, the letter emphasised again the importance of protecting the horse chestnut tree on the adjacent site from damage as a result of the development. The letter also included an analysis of the evolution of the Crumpsall Lane conservation area over time and commentary how modern buildings including the application site have been incorporated into the conservation area. Furthermore, a tree survey was commissioned by a local resident which was assessed by the city council's arboriculturist.

Ward Members

Councillor Sir Richard Leese – Raised no objection to the proposed extensions. He considers that the development does not have a detrimental impact on the character of the conservation area.

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 proposal 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 Arden 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 Arden 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 overbearing 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 Arden 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 space to manoeuvre waste receptacles between the front and rear of the dwelling house. Furthermore, the adequacy in terms of the size of the waste bins have been assessed by environmental health, and they have confirmed that the size and amount of bins provided are considered to be acceptable for a domestic scale property. 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 would 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. The applicant in addition to the amended layout, also provided an arboricultural report. As stated above a local resident also commissioned and submitted an arboricultural report. Both of these reports were assessed by the city councils arboriculturist who made the following comments:

The tree identified in each tree report in the curtilage of Towngreen Court referred to as T1 and T5: whilst the rooting of this tree is identified in both reports in accordance with BS5837. Trees in relation to design, demolition and construction, this is an indicative area only and can vary considerably dependant on ground conditions. Therefore, the proposal to hand-dig only in this area is considered an acceptable approach and can avoid unnecessary damage to roots encountered within the proposed building line. The extent of disturbance in this particular case is also considered acceptable and should be well below 20% maximum.

In conclusion, the arboriculturist does not object to the proposal from an arboricultural perspective subject to careful construction methods being used and pilings being used if deemed necessary. In addition, also recommend that an arboricultural consultant be appointed to supervise the excavation element and ensure that adequate protection is in place to ensure root protection. Therefore, if the proposal is carried out in accordance with the suggested measures, 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 and impact of foundations, drainage including water and foul drainage 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 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

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

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 F, Stamped as received on the 19 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 F, Stamped as received on the 19 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 F, Stamped as received on the 19 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

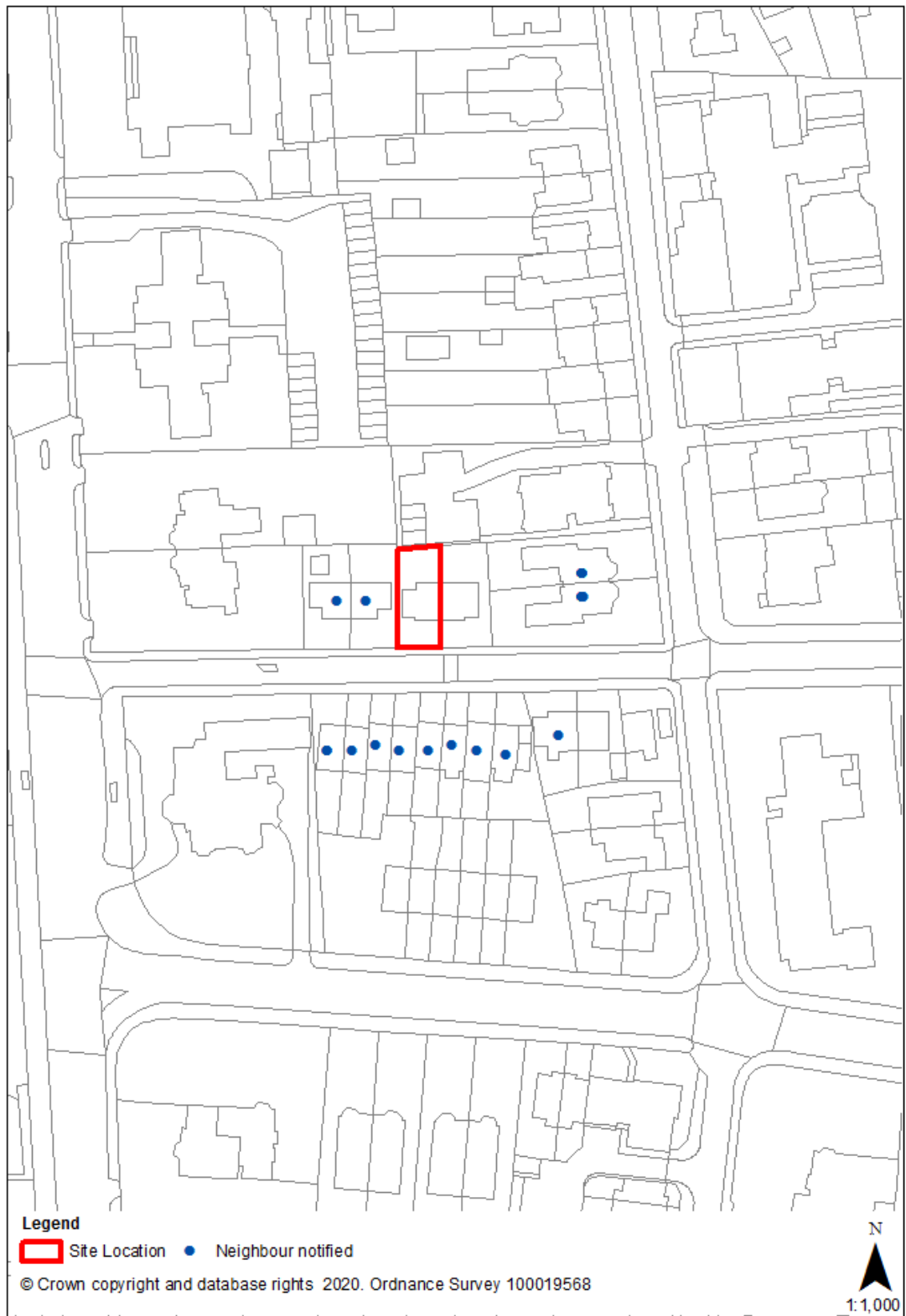
the Core Strategy.

(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) The development hereby approved shall be carried out in accordance with the Arboricultural Impact Assessment with Tree Protection Measures by Godwins Arboricultural Limited, stamped as received on the 19 November 2020 by the city council as local planning authority. For the avoidance of doubt this includes 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. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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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Application Number	Date of Appln	Committee Date	Ward
128191/FO/2020	5th Oct 2020	17th Dec 2020	Ancoats & Beswick Ward

Proposal Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works

Location Land Bounded By Ashton Canal, Great Ancoats Street, Munday Street And Pollard Street, Manchester, M4 7DS

Applicant AG GP Manchester Pollard B.V, C/o Agent

Agent Ms Katie Wray, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

EXECUTIVE SUMMARY

The proposal would create 5 office buildings and public realm comprising: three x 8 storey buildings (A, D and E) with ground floor commercial uses and multi-use roof top amenity area to building A; and two x 5 storey buildings (B and C) with ground floor commercial uses. There would be 557 cycle spaces, cycling infrastructure and an enhanced pedestrian environment. Trees and landscaping would create new public spaces.

30 supports, 544 objections and 2 neutral comments were received and an objection from Residents Management Company (RMC) Milliners Wharf and Hat Box. Councillor Emma Taylor objects to the proposal.

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, social and environmental benefits. The site is brownfield having been previously development with industrial buildings which were demolished in preparation for development. This is a highly sustainable location and the site has been identified as long-standing commercial development and regeneration opportunity.

Economic

The proposal would result in £83 million of investment to deliver 46,878 sqm of Class E commercial floor space. Affordable workspaces would be created within buildings B and C targeting start-ups and small/medium sized business. Buildings A, D and E would offer Grade A space for more established businesses. 700 jobs would be created during the construction period with a further 510 jobs through construction expenditure and 195 indirect jobs in the supply chain. A Gross Value Added (GVA) of £112.3 million would be generated. 3,600 jobs could be created at the site when it is occupied. Business rates of £3.1 million per year would be generated.

Social

A 'Manchester-first' procurement policy would be adopted at the site with a commitment from tenants and contractors to pay the Manchester Living Wage and targeting local people. 40% of the workspaces at the site would be affordable. Social value equating to £7.8 million in the first 5 years of the development would be created through 5,000 voluntary hours per years. Areas which will be supported are local causes, youth engagement and mentor opportunities along with internships, graduate opportunities and mentoring. New public realm and open spaces would have health and wellbeing benefits for the local community.

Environmental

These would be low carbon buildings in a highly sustainable location. The proposal would be car free with active travel and use of public transport encouraged as well as improvements to cycling and pedestrian environment at the site reducing overall emissions. An 80-space car would also be removed as part of the proposals.

0.8 hectares of this 2.01-hectare site would be new public realm and open spaces. 55 trees would be planted along with replanting of several existing trees and new soft landscaping. 306 metres of canal frontage would be made accessible and usable. Biodiversity would be improved with the variety of new habitats created including provision of bird and bat boxes.

The proposal would incorporate sustainable drainage principles within the landscaping scheme to minimise surface water runoff and impact on the capacity of local sewer system. Ground conditions at the site are not unusual or complex and can be appropriately dealt with.

The height, scale and appearance would be highly innovative and contribute positively to the distinctive character of New Islington. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment

Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental 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.

Impact on local residents

The impact on daylight/sunlight are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant and the commercial uses would meet relevant standards.

A full report is attached below for Members consideration.

Description

This 2.01 hectare site is bounded by the Ashton Canal, Great Ancoats Street, Pollard Street and Munday Street. It is vacant having been previously developed and occupied by industrial buildings.



Location plan

The site was cleared between 2009 and 2011 as part of the expansion of tram network to Ashton and the site is bisected by tram lines and a tunnel. The site comprises two linear plots which rise towards Munday Street. An 80-space surface level car park forms the north eastern edge of the site. The rest of the site was seeded on a temporary basis in advance of development being brought forward.



View of the application site from Great Ancoats Street

New Islington has been transformed over the past 15 years with vacant sites with the development of homes and commercial buildings. Public spaces have been created such as the New Islington Marina and Cottonfield Park. New Islington Free School and medical centre provide other local amenities which have help support the significant population growth in the area.

This strategy for change has been underpinned by Regeneration Frameworks including the Eastlands Regeneration Framework and the Ancoats and New Islington Neighbourhood Development Frameworks. These documents identified the site for commercial led development from 1999. It was intended to bring the site forward for development following the completion of the Metrolink infrastructure, but the 2008 recession precluded this and the site was treated on a temporary basis.

The sites status for planning purposes is therefore previously developed, brownfield land as defied by the National Planning Policy Framework (NPPF).

The site is surrounded by residential buildings including Albion Work, Miliners Wharf, Hat Bot, CHIPs and developments around Vesta Street. The Ashton Canal and basin area provides access to the canal network and other areas of public realm within the area.

The following listed buildings are nearby; Albion Works (Grade II) to the east, Ashton canal lock 1, 2 and 3 together with bridge number 4 and the Ashton Canal lock Keepers Cottage (all Garde II) to the west. The Ancoats conservation area is

500metres from the site. The impact of the proposals on the historic environment is considered in further detail below.

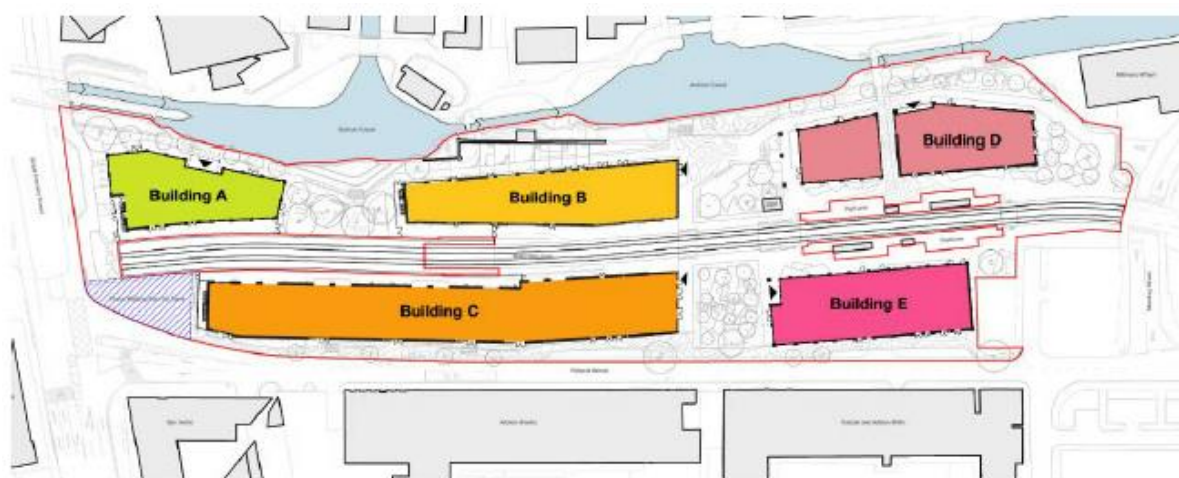
This is a highly accessible location with New Islington Tram stop providing links to the city centre and Ashton. The site is highly accessible to walking and cycling routes and Piccadilly Station is within walking distance. There are a variety of amenities nearby with commercial uses at the Marina and Cutting Room Square.

The proposal

The proposal comprises the creation of flexible office accommodation and creative spaces alongside new public realm. The office accommodation would offer a variety of working spaces and sizes for small to medium businesses as well as more traditional Grade A office accommodation for more established businesses.

The proposal consists of five new commercial office buildings:

- Buildings A, D and E are 9 storey Grade A office buildings for more established businesses and creative ventures, with spaces ranging from 7,700 sq ft to 11,700 sq ft per floor and adaptable to suite tenant needs;
- Buildings B and C are 5 storey modern industrial workspaces, offices and creative buildings ranging from 11,000 sq. ft. to 1,000 sq. ft. in a variety of typologies offering low cost spaces for sole start-ups and small businesses.



Proposed building layout

The applicants have experience of providing modern, mixed use office environments which focus on delivering creative buildings for a new office generation. Social, economic and environmental value is at the heart of their developments and the contribution of this proposal is considered further in this report.

Each building would have a distinctive identify but would be unified by common materials. The external appearance would be expressed by architectural features such as an expressed structural gird, façade textures and glazed openings, expressed differently to provide each building with a distinctive identity.

Buildings B and C would have an external steel structure over a metal cladding material with punctuated windows and entrances to provide interest and depth. The steel beams within building C would also be used to create gantry's whilst building B would have recessed balconies

Buildings A, D and E would have an internal metal structure with different textures and finishes which would be visible from the exterior of the buildings and over clad with glazing and horizontal banding to each floor. Double height curtain walling to the ground floor would address the public realm.

The use of colour is a fundamental part of the external appearance of the buildings. And reds, blue and greens would add vibrancy to the metal work.



View of Building D (left), Buildings B & C (centre) and Building A (right), viewed from canal side looking west

Ground floor spaces would be used for retail, restaurants/bars and spaces for community uses. There would be 2 acres external space including public realm, garden areas, public square and an enhanced frontage to the canal.

With the exception of provision for disabled people, the development would be a car free. 557 cycle spaces would be provided and there would be a cycle way through the development.

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement (including Public Realm and Landscaping Strategy);
- Statement of Consultation;
- Heritage Statement;
- Archaeological Desktop Report and Written Scheme of Investigation;
- Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations;
- Air Quality Assessment;
- Phase 1 Geo-environmental Statement and UXO Survey;
- Crime Impact Statement;
- Travel Plan Framework;
- Transport Assessment, including Servicing and Waste Strategy;
- Waste Proforma and supporting plans
- Sustainability Strategy;
- Energy Statement;
- M&E Strategy, including Ventilation and Extraction;
- Flood Risk Assessment and Drainage Strategy;
- Daylight/Sunlight Assessment;
- Construction Management Plan;
- Community Wealth Partnership;
- Socio-Economic Report;
- Acoustic Survey;
- TV Reception Survey; and
- Wind Assessment.

Notifications/Consultations

The proposal has been advertised as a major development, of public interest, and affecting the setting of listed buildings. Site notices were displayed at the site.

1618 notification letters have been sent to an extensive area, local residents and businesses. A summary of the comments received are detailed below.

Supports

30 comments of support were received. The comments are summarised below:

- Pleased to see a scheme of this nature and level of investment in Manchester;
- This would be a great use of the space. It is currently just a wasted site and used by minimal people and is covered in litter and dog waste;
- The plans are sensible and just what East Manchester needs in terms of job creation and social impact. The commitment to retain so much high-quality green space is to be welcomed
- An excellent idea to reinvigorate the area. Food and drink outlets (not late night licenses premises) such as shops and cafes should be incorporated into the plans so to not put pressure on existing premises;

- The plans are sympathetic to the area. The site was always going to be developed at some point and at least this way there would be community and environmental benefits. It would also be good for the Manchester economy over the long term;
- Manchester needs help to recover from the impact of Covid 19. This is an excellent opportunity for the local community, and it would have some great environmental bonuses which is unusual. These plans look sympathetic and environmentally friendly;
- More mixed-use schemes, rather than just residential, in New Islington is needed to help the area develop further. The inclusion of green space should be applauded. The economic recovery is going to be tough and this is a key site and key part of the cities recovery. If other plans/site in the area hadn't been developed because there were objections the area wouldn't be as vibrant as it is not or create the jobs it has;
- The applicant has consulted well and have been open about their plans. The proposal would be a positive addition to the area. There is some local concern about the loss of the green space, however, its use is limited to summer months. There are other green spaces within a reasonable distance (Philips Park, Marina at Cotton Field Park). The site currently poses more challenges than it provides benefits and creates a barrier between the buildings to the south of Pollard St and the rest of the New Islington area. The proposal would better integrate the areas;
- The site is the subject of anti-social behaviour and drug use which this development would help with;
- The proposals would help develop the area beyond its current residential focus benefiting the economy of the local area. The plans are well considered and would be an exciting addition to the area;
- The green space is not used as much as the vocal residents state;
- There seems to have been care in the design and its great there this is a commercial/office development rather than more apartments. There needs to be more services and workplaces in the area. The aesthetics of the building the artists impression don't look to be totally in keeping with the area although not totally undesirable. Care needs to be taken during construction to minimise noise, dust and dirt;
- This would be a good use around the tram stop and provide employment in what is a largely residential area. The addition of cafes/bars/restaurants should be encouraged as New Islington does not have a focal point for these;
- This proposal would continue to build upon the successful regeneration New Islington, generating significant social, economic and community benefits in the process;
- The proposal to create workspace for emerging businesses, small enterprise owners, leisure and retail uses and to support young entrepreneurs, is exciting;
- Some local residents are concerned about losing the green space. This vast, underused land is both unsightly and unsafe, especially at night. This development would provide high-quality, maintained and accessible open space as well as retail, workspace and entertainment opportunities that can be enjoyed by locals and visitors which is what the area requires;
- This proposal would continue to build upon the successful regeneration of East Manchester generating significant economic opportunities for the city

centre and wider North West Region. This is an exciting and strategically important redevelopment that would create a truly mixed use neighbourhood that would complement and add to the continually evolving and vibrant Ancoats area of the city; The redevelopment will encompass a genuinely wide range of uses that will create an ecosystem of SMEs and larger corporates working side by side, in a location that will be anchored around sustainability and a true focus on the green agenda;

- This scheme has the ability to create one of the most forward-thinking mixed-use neighbourhoods in the city, providing a range of internal and external spaces which will promote and engender a true sense of community and collaboration - the potential of which should not be underestimated. This high-quality scheme will make a significant and positive contribution to the local people together with local businesses, and in addition, supporting the wider economic, social and environmental goals;
- Ancoats and the surrounding area has become one of the most desirable for businesses looking for new workspaces in Manchester. These businesses, mainly from tech, digital and creative sectors are some of the fastest growing in the North West region. As they expand, they are creating significant new employment opportunities, particularly for younger generations including local graduates. There is currently a lack of available workspace and this development would provide much needed space for business to relocate at a price which suits a range of budgets. Set within a net zero carbon scheme this is a unique product and would set a new benchmark for sustainability in the City;
- The proposal is next to a tram stop which is very sustainable and would encourage cycling, walking and use of public transport rather than the car;
- The scheme would provide over 550 cycle spaces which is more than would normally be required for a development of this nature alongside delivering best-in-class changing facilities for employees and visitors;
- Over 300 metres of the Ashton Canal would be opened up for the first time - increasing pedestrian and cycle connectivity in and around the area;
- The proposal will go beyond local sustainability requirements by aligning with national Net Zero Carbon targets, improving air quality by the planting of new trees, increase biodiversity of the site by 30%, and encourage the use of public transport and active travel through being a car-free scheme;
- The proposal offers a genuine commitment to community engagement together with an aspiration to make a real difference to the people of Manchester through their proposed Community Give Back Scheme;
- The applicant is committed to social investment in new learning, enabling innovation and in education for schools and residents. The development would provide space which would support the growth of enterprises which is vital to Manchester's vibrancy and help with the Covid recovery plans and attract further investment;
- There are environmental benefits from the scheme in the form of public realm and provision of cycling and walking infrastructure;
- The development would provide 100s of construction jobs together with jobs for the local community. The applicant has provided a commitment to promoting as many local jobs (targeting wards such Miles Platting/Newton Health, Cheetham, Harpurhey and Ancoats and Beswick) as much possible including ensuring that their tenants/buyers do the same.

Neutral

2 neutral comments were received. The comments are summarised below:

- There is already a lack of green space in the centre of Manchester compared to other UK cities. This proposal would further congest the remaining areas and make it difficult to socially distance;
- One of the last remaining green spaces in the city centre is going to be lost. This space has brought the local community together since the start of the March lockdown.

Objections

544 objections were received. The comments are summarised below:

- The green space has been an incredibly important place to relax and get exercise particularly during the pandemic. This is the only green space nearby serving a large number of apartment buildings and it would be a devastating loss to a huge number of people if this was sold off;
- What little green spaces are available in the centre of the city should stop being destroyed;
- This space has brought the community together and should not be used for offices when what is needed are parks and green spaces;
- The space should be treasured and the proposals moved to a different location;
- The space is used by dog walkers and recreational use;
- These plans were drawn up in a pre Covid world. Many businesses are re-thinking the need for office spaces and renegotiating leases or withdrawing from buildings leaving Manchester with surplus office space. With more people working from home, there would be a requirement for green outdoor space for exercise and recreation;
- Having a space close by to walk, relax, enjoy the outdoors is absolutely crucial to the mental wellbeing of this community;
- The height of the building is not appropriate for this site and will cause surrounding properties to lose a lot of natural light;
- Scale of the proposed buildings would be an overdevelopment of the site;
- The proposed 8 storey buildings adversely affects the character of the grade II listed Cooperative Warehouse and non-designated heritage asset Vulcan Works;
- 144m long building provides a monotonous building without break within the streetscape;
- The development would increase congestion in the area - roads already busy along Great Ancoats Street and Pollard Street and surrounding side roads;
- The Council going against their Climate emergency. This site should not be allowed to be built on;
- Use of vacant buildings in the city centre, or brownfield land, should be considered before developing this site;
- The view from surrounding properties would be affected;
- Removing this site would create traffic, footfall, and energy usage which would affect air quality;

- More natural spaces and trees are required;
- The green spaces proposed as part of this development are too small for the local community to use;
- The green space should be retained around the canal network;
- Habitat loss should be measured and compensated with funding used to enhance other areas of the city;
- The proposals take away a large area of open green space which is extensively used by the local community and provides almost no usable public space in return. The majority of the proposed "public amenity" is taken up by footpaths, narrow strips around buildings or on top of the tram tracks. This provides neither public amenity nor meets the needs of the local community as claimed.
- The access points to the site have not been well considered in relation to the entrances and exits to the existing neighbouring buildings and pathways.
- Building C's linear form provides no break in the façade. Passageways or outdoor amenity space could have been provided at ground level to better interact and link with the surroundings and mitigate the tunnel-like feeling that is proposed to Pollard Street;
- The proposals reflect a very poor effort to engage with, consult and consider the existing community.
- A more appropriate use of the site with the local community in mind would be to have fewer blocks, located at either end of the site, with a smaller footprint but with increased height/density;
- Most apartments in this area have no balcony or other outdoor space;
- The junction of Great Ancoats Street and Pollard Street is extremely busy the proposal include a layby just before the junction. The manoeuvring of any vehicle from this layby is an obvious hazard;
- The proposal removes a large car park which is heavily used 7 days a. It is not clear where the users of the car park are now expected to relocate to;
- The layby on Pollard Street will create a large hazard by vehicles, including delivery, in their manoeuvring;
- The only vehicular access offered to Building D is via Munday Street across the unmanaged tram hazard crossing. Munday Street is the only access for the residents of Milliners Wharf and Hat Box;
- It is not clear how servicing would be carried out effectively if vehicle movements will be kept to the periphery of the development;
- Closing up an open space with such large buildings is merely installing more opportunities that will become harder to monitor and police;
- Priority should be given to work on the old Central Retail Park area and this green space should be maintained;
- The building design is incredibly ugly and ignores the heritage of the areas, particularly the nearby industrial mills;
- Almost a third of the neighbouring buildings are reduced to below BRE's VSC target;
- The proposal fails to recognise the open nature of New Islington when informing its design;
- The scale of the proposal would overshadow Vulcan Works with very harmful impact to the natural daylight and sunlight within this building;

- The previous buildings on the site were 5 storeys therefore proposals for 8 storey buildings plus plant defer well away from the height of buildings on the site within the 19th century;
- The assessment of the impact on the listed buildings is incorrect. The wide-open space of the application site is the perfect platform in which to celebrate the historical importance of the old warehouse aesthetic that makes the area so unique. The building in return provides an attractive backdrop to one of very few open spaces within Manchester. The proposed development is overbearing and completely dominant especially in the context of Vulcan Works. The parapet of Vulcan Works and Cooperative warehouse should provide a datum for the new proposal's maximum height;
- The long, continuous footprint of Building C creates an overbearing street frontage to Pollard Street in its monotony, with no breaks in massing and no reference of the urban grain of the mill buildings to the South. This echoes the incredibly long forms of the nearby Chips and Millners Wharf buildings, which both create monotonous stretches of elevation, creating continuous walls of development which cut out daylight/sunlight and block sight lines towards valuable amenity and wayfinding markers.
- Building E is 8 storeys high (plus external plant). This is considerably taller than its neighbour, Vulcan and Albion mills, at a proximity that will create an overbearing relationship with the existing street scene. This contributes to the daylight/sunlight issue detailed above.
- Given the precedent and framework for taller buildings along Great Ancoats Street, it would seem that additional height could be achieved at Block A to allow reductions in height to Block E and reduced footprint of Block C;
- The New Islington Marina is really small and privately owned – the green space there isn't enough for this rapidly growing neighbourhood
- The proposals say they will "provide" 2 acres. This is a little hollow when in reality twice as much would be removed;
- The proposed open spaces are of high quality, are attractive and well defined as a series of open spaces along the canal and street frontage, but do not provide adequate amenity for the population (which is denser than the original framework envisaged for the area).
- The land was valued considerably below market rate;
- The development currently does also not have any disabled parking or access on site, and is optimistic in its appraisal that existing surface car parks in the vicinity are sufficient, as a long term ambition of the council's plan is to remove these and develop those sites, and the impact on nearby residential streets of workers parking their cars nearby should be reconsidered, as the application falls short in meeting those requirements;
- It would not be appropriate to introduce bars or late-night noise producing entertainment to these sites;
- The proposals are very much focused around the needs of the workplaces and employees they intend to bring to the area, rather than the needs of the people who already exist in, and use, the area (i.e. local residents);
- The consultation carried out by the applicant was inadequate with the vast majority of comments, feedback and needs have been completely disregarded;

- The wooded area next to Ashton Canal will be destroyed. This is an area that beautifies New Islington and is furthermore a habitat or feeding ground for local wildlife such as foxes, herons, moorhens, ducks and geese;
- Good quality trees are to be removed from the site;
- Colours and materials do not fit the context of the local area. Harsh metallic silvers and bold reds do not fit within the context of the local area. A greater focus on using brickwork throughout would be welcomed by the local community.
- The verticality of the proposed buildings does not mesh well with the surrounding buildings and will have significant detrimental impact on daylight to room occupants.
- The heights of the proposed development are dominant and overbearing on both sides of the tramline;
- The noise from continued construction in the area is making people sick and continues at all hours throughout the week;
- There does not appear to be any provision for parking. The area is already struggles with parking and the proposal includes the removal of one of the largest public car park in the area.
- Why build an iconic building for the area (Chips) to the hide it behind offices & commercial space;
- The Foundry Green would not meet the BRE Time in Sun target of 2 hours which is not acceptable;
- Consideration would need to be given to the impact on tram overhead wires;
- There is insufficient capacity on Munday Street to allow for exit of a service road onto Munday Street and cause disturbance and odours to residents;
- Roof plant would be noisy and unattractive;
- More disabled parking would be required for a development of this scale;
- The proposal constitutes overdevelopment of the site and loss of too much amenity space essential for the well-being of thousands of residents who now occupy apartments in the immediate vicinity;
- No consideration has been given to the effect of additional people on already stretched facilities such as the small Aldi supermarket at Urban Exchange, local pharmacies and GP surgeries and the PureGym at Urban Exchange;
- There is insufficient guarantee of preservation of Category A and Category B trees on the development site;
- The ecology survey should establish any protected species in the area.

Residents Management Company (RMC) Milliners Wharf and Hat Box object to this planning application on the following grounds:

Access to canal side buildings – The proposed buildings along the canal will have very limited access. The tram line and electricity power cables stop access from any point apart from the same access road to the Milliners Wharf and Hat Box buildings. This access road is not designed to take more traffic and is already heavily used. Clearly this development will significantly increase traffic by office staff coming into the area and also for deliveries and other vehicles used to maintain the buildings. There have already been several accidents on this road where the tram line intersects. Overall, this poses an issue from a traffic management perspective as well as posing more significant issues around health and safety.

Impact on heritage assets - There are a number of buildings which are grade 2 listed which will be impacted significantly by this development. This includes the lock keepers house along the Ashton Canal and Albion Works, as well as some ground archaeology within the green that forms 19th century industrial merit.

The buildings proposed are too large in size (height and width), modern in design and have no architectural design or merit which complements this area including the Victorian Mills along Pollard Street and lock keeper's house.

Impact on the climate – The site is a rare and the last remaining green in the area. There is no green area elsewhere in the City that is near to the residential buildings in New Islington. Occupants of the site would travel to the site by a car which would increase emissions. The proposal would impact on existing wildlife particularly through tree removal. The development should also be the subject of and Environmental Impact Assessment (EIA).

Public realm – The site is used by approximately 250 people per day during the warm summer months and is used throughout the year by the Community who do not have gardens or shared community green areas within their developments. Many residential flats also lack any balcony. Many residents have young families that require green space for their children to play. It is commonly used by children from the nursery and three primary schools nearby. As such this is the only area used as a focal point to meet friends and family. Its commonly used for sport and fitness, dog walking and maintained by the New Islington litter pickers. The 10-metre stretch along the canal is not adequate to form any "linear park". The council has a duty regarding the wellbeing of Children and Young people and their health and wellbeing. The green is heavily used by families within the Community.

Economy - A development of this size will ever be fully utilised even with reduced rents which the developer has outlined. The economic value stated by the developer will ever be met, and that conversely this development will put off people moving into the area (the green is a key decision for people moving here) and in doing so will decrease the disposal income brought in by people moving into the area.

Every building within the New Islington area where office space is available is empty and has been since they were built over 10 years ago. This includes Vulcan Mill, Chips building, Islington Wharf and other buildings near the Ibis hotel. Many of these building have suffered from Anti-Social Behaviour including but not limited to fires, broken and unreplaced windows, theft and more serious crime and drug taking. Overall, such a development will have very limited economic value and more than likely will put off people moving into the area. No evidence has been presented by the developer which confirms how this space will ever be filled.

Anti-social behaviour – The buildings will encourage more Anti-Social Behaviour including drug taking which is a problem in the area. If all office space within the area remains empty this would result in Anti-Social behaviour.

Licensed activity - Licenced bars along Pollard Street which are directly opposite residential buildings will have a significant impact from a noise/ ASB perspective.

Councillor Emma Taylor (Ancoats and Beswick Ward) objects to the application. A large number of correspondence from local residents objecting to the proposal for this site has been received. This started when the site was earmarked for development through the Eastlands Regeneration Framework.

The main concern raised by local residents is that this development will take away space from the local area which people use for leisure and recreational purposes. Councillor Taylor shares those concerns. The pandemic has taught us how much we value our open spaces for health and wellbeing. This space is important to the communities of Ancoats and New Islington.

Further investment and the creation of jobs into Ancoats and Beswick is welcomed, but not at the expense of local resident's health, wellbeing and enjoyment of the local environment. Some residents accept some development of the open space; however they are concerned that these plans are excessive and short sighted.

Highway Services consider the site to be highly accessible by sustainable modes and is near a range of public transport facilities including bus, tram and rail. The development is car free which is acceptable given the city centre location. The development would not cause any road network capacity concerns. The cycle parking provision is acceptable. The servicing arrangements is acceptable and the works to the highway to facilitate this would require detailed consideration. A travel plan would be required to support active travel at the development. A construction management would be required to minimise disruption from the construction on the local highway network.

Metrolink consider that the proposals are acceptable subject to conditions to ensure that the landscaping and public realm around the tram lines is acceptable together with a detailed construction management plan detailing how the proposal would be constructed in near to the tram lines.

Environmental Health Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with no deliveries on Sundays. Further details are required for: the fume extraction for the kitchen areas; the construction management plan particularly in respect of working hours, noise and dust suppression; the opening hours of the commercial uses; the lighting scheme to minimise the impact on the nearest residential properties; a verification report; noise outbreak, in respect of the commercial premises prior to occupation and plant equipment; opening hours of the roof terraces and multi-use areas; waste management; The air quality impacts from the development have been considered and mitigation measures would be required in respect of the construction management aspects of the development. The ground condition desk top study is acceptable. Further site investigation details, a remediation strategy and a verification report are required.

Flood Risk Management Team The drainage strategy should be agreed with a verification report provided on completion

Environment Agency No objections. The site is located within an area of extensive industrial heritage with several potential former contaminative land uses identified on site including a sawmill, chemical works, iron works and various other smaller

industries. Two former canal basins have been historically infilled. Off-site a number of former contaminative land uses have also been identified which may have impacted the site.

This is a sensitive location in respect of controlled waters. The western extent of the site is underlain by sandstone bedrock designated a principal aquifer and Ashton Canal, a sensitive potential receptor, is situated adjacent to the northern site boundary. The east portion is underlain by mudstone bedrock designated as Secondary B aquifer with the overlying superficial drift deposits comprised of glacial till designated as secondary undifferentiated aquifer. An 'undifferentiated' designation is assigned where it has not been possible to attribute either a Secondary A or B aquifer classification.

A suitable remediation strategy should be agreed together with post work verification. In addition, there shall be no use of infiltration (unless it has been demonstrated that there is no impact on groundwater) and piling methods shall be agreed. The site does not pose any unacceptable flood risk or lead to an exacerbation of flooding elsewhere.

United Utilities A drainage scheme should incorporate sustainable drainage principles.

Neighbourhood Services (Trees) No objections from an arboricultural perspective subject to the method statements relating to tree protection.

Works and Skills Team A local labour agreement should be agreed for the construction and end use phase of the development.

Greater Manchester Ecology Unit (GMEU) No significant ecological issues have been identified relating to bats, birds and proximity to the Ashton Canal. Lighting along the canal corridor should be carefully considered. There is no significant bird nesting habitat on the site as the existing trees are too young and exposed to provide nesting opportunities.

A construction management plan should minimise the impact on the Ashton Canal. The development may shade the canal but this would not be significant due to the lack of riparian habitats or aquatic plants in this location. The proposed tree planting, wildflower grassland, green wall and roof combined with bird and bat boxes suitably mitigate against the loss of existing habitats and biodiversity at the site.

Greater Manchester Archaeology Advisory Service (GMAS) Nineteenth century remains at the site require investigations prior to development. The submitted methodology is acceptable and the development should be carried out in accordance with this statement.

Design for Security at Greater Manchester Police The recommendations of the Crime Impact Statement should be implemented in full.

Canal and River Trust welcome the improvements to the Canalside frontage which would bring vibrancy to the canal. Planning conditions are required in respect of the

works to the canal, canal wall and structures as well as further consideration of drainage, landscaping and works withing close proximity to the canal

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

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

S01. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

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

S05. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport. This would promote the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre. It would complement development in New Islington and the City Centre and be accessible by all forms of sustainable transport and therefore maximise the potential of the City's transport infrastructure. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; creating a well-designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

Policy EC1 – Land for Employment and Economic Development – The proposal would develop a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place. Users and employees would have easy access to all transport modes and opportunities for crime would be reduced.

Policy EC3 The Regional Centre – The development would be in an appropriate location with access to all forms of sustainable transport. It would not undermine delivery of employment space elsewhere in the City Centre. The development has a focus for being low carbon.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) - The proposals would deliver high quality new office buildings in a part of the City Centre identified in Policy CC1 as a focus for primary economic development.

Policy CC5 Transport - The proposal would be accessible by all modes of sustainable transport and would help to minimise the impact on local air quality.

Policy CC6 City Centre High Density Development - The proposals would be a high-density development which uses the site efficiently.

Policy CC7 Mixed Use Development – The proposal would create an active ground floor with the potential for Class E and Sui Generis uses.

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

Policy CC9 Design and Heritage - The development would be of a high quality. It would have an impact on the settings of nearby listed buildings. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposals would complement the ongoing regeneration of New Islington. It would be fully accessible and include parking for disabled people.

Policy T1 Sustainable Transport – The proposal would encourage modal shift from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a high quality design, and would enhance the character of the area and the image of Manchester. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed below.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies An Energy Statement sets out how the proposals would meet the requirements of this policy.

Policy EN8 - Adaptation to Climate Change - A Sustainability Report identifies measures to ensure that the development would reach minimise its impact on the climate.

Policy EN15 - Biodiversity and Geological Conservation – The site is not considered to be of high quality in ecology terms. The proposals include extensive measures to improve the biodiversity across the site including new tree planting and landscaping which would create new habitats along with bat and bird boxes.

Policy EN16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise emissions from traffic generated. It would not compromise air quality. Parking would be available only for disabled people. The secured cycle storage would encourage cycling. Dust suppression measures would be used during the construction process.

Policy EN17 – Water Quality – An assessment of the site's ground and groundwater conditions shows that subject to specific measures being adopted it is unlikely that the development would cause contamination to surface watercourses and it is considered that any impact water quality can be controlled through a condition.

Policy EN18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination notes confirms that the impact of the development can be controlled through a condition.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. The onsite management team would ensure the waste streams are appropriately managed.

Policy DM1 Development Management - Careful consideration has been given to the design, scale and layout of the building in order to minimise impacts on residential and visual amenity together with ensuring that the development meets overall sustainability objectives.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

Saved UDP Policies

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

DC19.1 Listed Buildings – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment concludes that the development would not have an impact on any significant remains.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The IIR significant road route in the City. This proposal provides a building of the highest quality design which will provide new homes for this part of the City.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles,

appropriate waste management measures and environmental sustainability.
Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to 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 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.

Eastlands Regeneration Framework – 2019 Update (Draft)

The Eastlands Regeneration Framework (ERF) was originally endorsed by the City Council in 2011 and helped to guide development activities in East Manchester. The document was revised in 2017 and a further draft for consultation document was published in 2019.

The key aim of the documents has sought to outline the environmental, social, design and economic objectives for the regeneration of East Manchester as part of implementing the planning policies within the Core Strategy.

The ERF is not a planning policy document, has not been adopted and therefore carries little, if any, weight as a material consideration in determining this planning application.

However, it contains useful information in understanding how the area has changed together with current thinking and aspirations for the future of East Manchester as part of supporting economic growth, particularly at the Etihad Campus and its environs, in order to create a globally competitive sport, leisure and recreational destination for the city over the next decade and beyond.

The 2019 draft ERF was presented to the Council's Executive Committee in March 2019 for consultation. Whilst consultation took place in July 2019, with the Executive resolving to adopt the document subject to certain matters being addressed, the document has not, however, been adopted by the City Council and has no status as policy, therefore.

Nevertheless, the 2019 draft ERF provides some key principles for consideration. In particular, the draft outlines the next phases of development activity including capturing the eastwards expansion of the city centre towards the Etihad Campus.

A series of zones have been identified and the application site falls within 'Pollard Street'. The draft document outlines that the zone has been identified for employment or employment-led, mixed-use development.

As detailed above, on the basis the ERF update has not been adopted, it carries little, if any, weight as a material consideration in the determination of this planning application.

Manchester Strategy (January 2016)

The strategy sets the long-term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre.

The vision for Manchester to be in the topflight of world-class cities by 2025, when the city will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture and creative and digital business- cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

National Planning Policy Framework (2019)

The revised NPPF adopted in July 2018 and re-issued in February 2019 states that the planning system should contribute to the achievement of sustainable development. It clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy*' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80). This proposal would support the regeneration of East Manchester and provide significant investment and job creation during construction and offer flexible accommodation for small business as well as more established businesses. There would be a strong emphasis on social value and supporting the local communities which surround the site.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal would be safe and secure. Significant areas of public realm and landscaping have been designed with and for the local community as well as the office development. Pedestrian and cycle movements through the site would be catered for and encouraged.

Section 9 '*Promoting Sustainable Transport*' states that '*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 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel to the site. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote alternative non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 117).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage workers to use public transport, walking and cycle routes to the site.

No onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: 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.

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 (paragraph 131).

The design would be innovative and complement the distinctive architecture in New Islington. The buildings would be highly sustainable and low carbon and biodiversity and water management measures are included in the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees, planting, green screens and other planting. Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Landscaping, tree planting and planting would provide new habitats and biodiversity improvements.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact

of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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 192)

In considering the impacts of proposals, paragraph 193 states that 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 goes on to state 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.

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.

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 197).

The proposal would result in some low-level harm to the surrounding historic environment. This low-level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and wellbeing states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

Due to the nature of the proposal (“Urban Development Projects”), the size of the application site and the characteristics of the development site (as identified within Schedule 2), the proposal was the subject of a screening opinion to determine if an assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that this level of assessment was not necessary and that the effects of the proposal could be considered through a formal planning application.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. This area has been transformed over the past 15 years with major infrastructure projects such as Metrolink, new homes and workspace, public realm at New Islington Marina and Cottonfield Park and New Islington Free School and medical centre. All these developments have contributed towards the economic, social, physical and environmental regeneration and have created a thriving neighbourhood.

Successive regeneration frameworks have promoted commercial led development at this site. This is appropriate in this part of the Regional Centre provided it contributes towards the economic, social and environmental requirements of policy EC3.

This proposal would result in £83 million of investment to deliver 46,978 sqm of Class E commercial space with active ground floor uses in five buildings. These spaces would seek to attract small/medium sized businesses, at an affordable price point and more established businesses seeking traditional Grade A office spaces.

The site presents an opportunity for an innovative development within this thriving neighbourhood and the high-quality office spaces would support economic growth and ensure that the city centre remains competitive.

The City Centre is the primary economic driver in the Region and it must continue to meet occupier requirements in terms of office provision. This emphasis on supporting economic growth is also outlined in section 6 of the NPPF which states that *‘significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80)’*.

There is an acknowledged shortage of good quality office accommodation within the Regional Centre and, as the economy recovers good quality products must be brought forward in sustainable locations such as this which have been specifically designated to accommodate such uses.

This is even more important as the City recovers from the economic and social impacts of the pandemic. Investments such as this are an integral part of the recovery programme and would support economic growth and job creation and broader environmental and social impacts to ensure a truly sustainable development.

The proposal is expected to create around 700 full time equivalent jobs during the construction period and a further 510 full time equivalent jobs through construction expenditure. There would also be additional employment growth in the supply chain which would create 195 indirect jobs across the region. The development is therefore expected to create £112.3 million Gross Value Added (GVA) during the construction period. When operational the development would create 3,600 jobs within a range of sectors, roles and scales of organisations – from more established businesses to start ups.

The applicant would adopt a 'Manchester-first' procurement policy with a commitment from tenants and contractors to pay the Manchester Living Wage and targeting local people. In addition, over 40% of affordable workspaces within the development would be dedicated to small to medium sized businesses. Business rates would be generated around £3.1 million per year.

The scheme also seeks to create social value equating to around £7.8 million in the first 5 years through 5,000 voluntary hours per year. Areas which will be supported are local causes, youth engagement and mentor opportunities. Initial targets would include 40 graduate internships in the businesses, 40 small to medium sized business seminars together with 60 mentoring spots per year. Employment and recruitment opportunities, with 15 formal apprenticeships places, 25 local people helped back to work and 25 free desk for young people available each year.

The proximity of New Islington Tram stop, Piccadilly station and active travel infrastructure for walking and cycling make the site attractive and sustainable for a commercial use alongside the other amenities in the area.

The existing site is largely grassed with an 80-space car park at the eastern end. This is a brownfield site having previously been developed. The buildings which occupied the site were cleared to allow the expansion of Metrolink and the redevelopment of the wider site. The 2008 economic recession precluded redevelopment and the site was temporarily landscaped to protect visual amenity.

The site has since been used by local residents for recreational purposes. The site, however, has no formal status as open space within the development plan and the proposal must be considered against the relevant policies outlined within this report. The proposal recognises the importance and value of open spaces not only for the development itself but its contribution to place making within the local area.

The footprint of the buildings would take up 0.7 hectares of this 2.01 hectare site. 0.8 hectares would be new open spaces and new public realm of which 0.6 hectares would specifically be open spaces comprising soft landscaping, grassed area, wildflowers, native hedgerows and green areas. The remaining areas and spaces around buildings will be harder landscapes including street frontages, seating, and paths in and around the site together with the creation of accessibility and the more functional areas of the open space.

The proposal involves replanting 17 trees on site with a further 55 planted throughout the public realm.

The public realm would provide a relationship to the 306m of canal frontage through the creation of a new linear canal area. The detailed design and use of these spaces would be developed in consultation with the local community, including opportunities for activity such as floating cinemas, habitat reed beds and play spaces for children.

The design would be of a high quality, be energy efficient and would improve the public realm. Pedestrian routes would be enhanced improving connectivity to the city centre and development around the eastern gateway.

The development would therefore be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC6, CC7, CC8, CC9, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Climate change, sustainability and energy efficiency

The proposal would develop a contaminated brownfield site in a highly sustainable location where there is access to a range of public and active travel options. The only car parking would be for disabled people which would keep vehicle emissions at the site low.

A comprehensive travel plan would encourage employees to walk, cycle and use public transport as well as promoting car sharing and car club. There would be 557 cycle spaces site, 479 in a secured bike store within the buildings, with showers and lockers. 10% of the cycle storage would be large enough for non-standards sized bikes and accessible stands to support active travel for those with different needs.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

The sustainability strategy aims to minimise carbon in the operation of buildings.

Buildings A, D and E have a higher specification than buildings B and C due to their target market. The design specification of buildings A, D and E would be focused on best practice fabric energy performance and efficient energy consumption. The buildings would have an all-electric system which would enable them to benefit from a decarbonising electricity supply, best practice U values, efficient LED lighting with daylight controls and presence detection, mechanical ventilation with heat recovery and heat pumps for heating, cooling and hot water.

Buildings B and C would achieve the lowest environmental impact while achieving maximum benefit as low cost workspaces and C are designed to operate as simply as possible. The building would also be all electric, naturally ventilated, adopting best practice U values, energy efficient LED lighting with daylight controls and presence detection and photovoltaic to the roof installations to the roofs (400 sqm to building B and 600 sqm to Building C).

Policy EN6 of the Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 6% improvement over Part L 2013.

An Environment standards statement states that the CO2 emissions from each building are as follows: Building A – 7.4%, Building B – 3.1%, Building C – 1.6%, Building D – 20.6%; and Building E -10.8%

Buildings A, D and E surpass the improvement over Part L 2013. The approach to Buildings B and C is to take a more holistic approach to their carbon reduction and look at the benefits of the scheme over their lifetime. As the systems are all electric, their carbon emissions would reduce as the grid decarbonises and the inclusion of solar panels within these building helps to offset the emissions within the first few years of operation. This improvement could be further enhanced once the final specification is known.

Waste management arrangements would encourage recycling to minimise waste going to landfill.

The open spaces and public realm would lead to biodiversity improvements. 55 trees would be planted along with wildflowers and other planting to improve biodiversity. This would attract wildlife and create new habitats.

Sustainable drainage systems would manage surface water including utilising the canal and exploring infiltration should ground conditions permit this.

The social value potential of the development is significant. It is estimated that 700 full time equivalent jobs would be created during the construction period and a further 510 full time equivalent jobs through construction expenditure. There would also be additional employment growth in the supply chain which would create 195 indirect jobs across the region. There would be a focus on local recruitment within the local area and region as well as paying the Manchester Living Wage. These measures would be secured by planning condition.

When the development becomes operational up to 3,600 jobs would be created at the site from a range of different sections, job roles and scales of organisations. The project has a particular emphasis on creating affordable workspaces for start-ups and smaller to medium sized businesses.

The applicant has adopted a pioneering strategy to support the local community access jobs and training through their “Community Wealth Programme”.

Social value, which equates to £7.8 million in the first 5 years, would be created at the site in the form of 5,000 voluntary hours per year. This would target local causes, youth engagement and mentor opportunities together with a minimum of 40 graduate internships within the businesses at the development.

There would also be a minimum of 40 small to medium sized business seminars together with a minimum of 60 mentoring spots per year. Promoting opportunities for those with the most need would be a priority with employment and recruitment opportunities focusing of a minimum of 15 formal apprenticeships places, minimum of 25 local people helped back to work and minimum of 25 free desk for young people each year would be made available.

Visual amenity

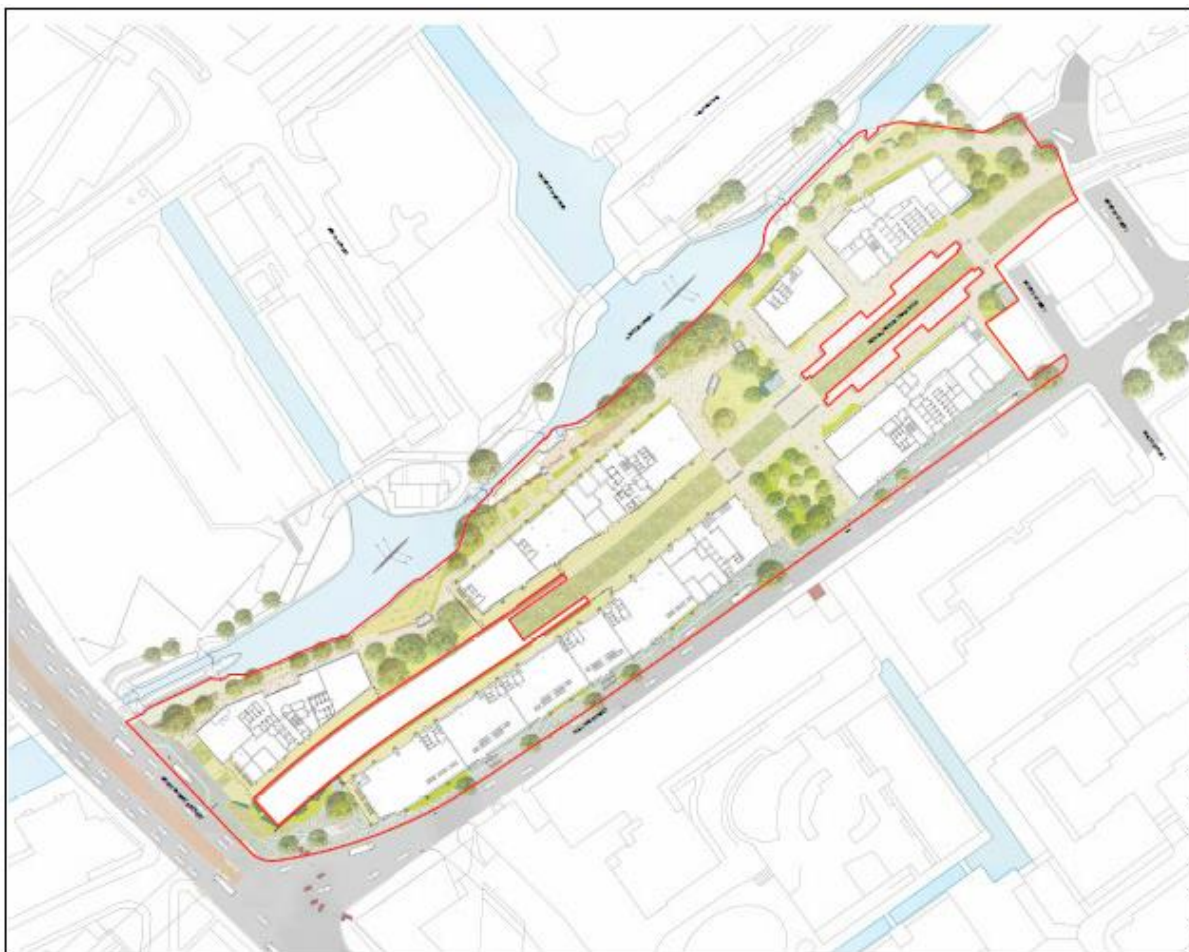
The site is approximately 300m long and between 60m and 75m wide and bisected by the Metrolink line which creates two rectangular parcels of land. The Ashton canal runs the length of the site to the north with Great Ancoats Street and Pollard Street forming the western and southern boundaries.

This provides an opportunity to maximise the relationship to the canal, improve the environment around the tram lines and along road frontages and improve safety and security. The design would respond to surrounding building heights and retain views of the chimney to Albion Works.

The five buildings respond to the linear arrangement of the site. Buildings A, B and D run perpendicular to Great Ancoats Street along the canal frontage to Munday Street. Buildings C and E are positioned along Pollard Street with building C also having a frontage with Great Ancoats Street.

The buildings are surrounded by open spaces, public realm and landscaping with 3 distinctive areas created to enhance the setting of the buildings and to provide safe and attractive public access to the site. These new areas of open space and public realm fall into three main categories: Central Green; Canalside Walk (east and west); and, Foundry Green. Further details on these areas are set out in this report.

The position of buildings A, B and D create an active linear canal side environment, and an open corner to the public realm onto Great Ancoats Street. Ground floor commercial uses the recreational spaces would encourage outdoor activities. The Soho Foundry Wall would be retained. The Pollard Street frontage is activated by ground floor uses and entrances and double height workspaces overlooking the street edge.



Layout of the site showing buildings and landscaping areas

Buildings A, D and E would form the tallest buildings at 9 storeys and would form the Grade A office accommodation for the more established businesses. Buildings B and C are lower at 5 storeys and would be targeting the start-up businesses.

These lower buildings address and respect the lower rise heritage buildings along Pollard Street and place increased scale and height towards the taller, more modern buildings at Islington Wharf, CHIPs and Miliners Wharf.

The 'Central Green' would provide a focal point for buildings B, C, D and E and the Metrolink stop. This would be a high-quality destination which would be overlooked by these buildings at all levels. It also allows views to be opened up of the historic chimney to Albion Works. The landscaping scheme could green and soften the Metrolink track and this would be subject to further consultation with Metrolink.

The architectural response is distinctive and innovative. Common materials and colour would unify the buildings whilst retaining their own identify and character. Each building would have three main sections: a base, body and crown. The external structure/grid of buildings B and C would be exposed. Metal cladding is proposed as a base material and different features and finishes, perforations and profiles would create texture, depth, relief and interest to the building elevations.



Examples of the different features and finishes across the building's facades

The base of building A has large windows which would provide views into the ground floor commercial uses. The typical upper floorplate has a central core along the length of the building, facing towards the Metrolink line.

The main body of the façade is constructed from a steel structure creating a regular grid pattern to the façade. An external staircase would face Great Ancoats Street and add interest to this building. The top or 'crown' is defined by a metal mesh to enclose a roof top multi-use games area. This mesh cladding allows the top of the building to be expressed differently to the regular grid of the building.



North Elevation of Building A fronting the Ashton Canal



View of Building A facing towards Ashton Canal viewed from Great Ancoats Street canal side

Building B is composed of the base, main body, crown and its exoskeleton. Large windows and doors create an open corner onto the Central Green and canal. Typical upper levels have a central core and the workspace could be tenanted separately or as a single tenancy. A terrace accessed from the central core has views over the canal side and historic wall.

The main body of the façade expresses the workings of the building with exposed rainwater pipes, hoppers and an external staircase to the western side of the building. The crown of the building has a metal mesh balustrade. The building is wrapped in an exoskeleton of steel which is set out a regular grid.



Building B elevation showing its exoskeleton

Building C is the longest building with frontages to Pollard Street and the Metrolink line. Two storey duplex workspaces or 'hangars' occupying the ground and first floors form the base. These are collaborative workspace with openings onto a private yard for those adjacent to the Metrolink line. Folding shutters provide a secure line in the evenings to Pollard Street in line with the industrial aesthetic. The main façade has a gantry along its façade which accesses individual gantries for the studio spaces at the second and fourth floors.



View from Gantry at Level 2 of Building C looking along the North Elevation which faces the Metrolink

Each gantry studio is 1,000 sq ft of workspace. Units can be combined to allow flexibility of the users throughout the floorplan.



Building C elevation to the Metrolink showing its exoskeleton and double height 'hangar' studios



Building C elevation to the Pollard Street showing its exoskeleton and double height 'hangar' studios

Rainwater goods are exposed to highlight the workings and a mesh balustrade forms the crown of the building. As with building B, building C is also expressed with an exoskeleton structure of steel to provide its grid.



Image of building C on from the corner of Great Ancoats Street/Pollard Street

Building D has food and beverage uses that activate the canal and Central Green. The upper levels have large floor plates for established businesses offering multi-aspect views. The 11,700 sq ft floorplate would be subdivided into two areas.



Ground and roof top elements to Building D

External terraces provide additional break out spaces to workspace. They overlook the Central Green and the canal. The main body of the façade is constructed from a steel structure creating a regular grid pattern. The crown is metal mesh providing a cohesive link to the other buildings.

Building C has large floor plates for established businesses. The floor plate is approximately 9,800 sq ft and could be subdivided into two areas should it be required. Ground floor commercial units face the canal and the Central Green and would have large glazed areas. The façade has a steel structure creating a regular grid pattern. The crown is finished in the metal mesh providing a cohesive link to the other buildings. A series of terraces provide additional break out spaces and overlook the Central Green and the canal.



Ground and roof top elements to Building E

A temporary 'place making pop up' would be installed on the corner of Great Ancoats Street/Pollard Street to provide the local community and potential occupants further details on the development including how the buildings elevations would be brought to life as well as understanding the office formats at this scheme.

This development would be innovative and distinctive. The NPPF directs that great weight should be given to outstanding innovative design which promotes high levels of sustainability (paragraph 131). This development achieves that objective.

The development is purposefully different to other, modern traditional office formats, and this difference is an integral part of the development and the type of tenants the development would attract. Conditions would be used to ensure that the materials and landscaping are acceptable to ensure the architecture and setting of the development is delivered and executed to the required standard. This includes agreeing details on the placing making pop up.

Impact on the historic environment

The site is not located within a conservation area and does not contain any listed buildings. There are 29 listed buildings within a 500m radius of the site. The following are the closest and are deemed to be affected by the proposals – Crusader Mill (Grade II), Albion Works (Grade II), Ashton Canal Lock number 1 (Grade II), Ashton Canal Towpath Bridge (Grade II), Ashton Canal Lock Keepers Cottage (Grade II), Ashton Canal Lock number 2 (Grade II) and Ashton Canal Lock Number 3 (Grade II). There are also two non-designated assets within the vicinity of the site– Vulcan Mill and the Soho Foundry Wall.

There are only glimpsed views of the site from Murray Street from within the Ancoats Conservation, which is 500 metres to the north west and is not considered to undermine or harm the significance of this area or the listed buildings situated on the edge of the conservation area overlooking the site.

A Heritage Report considers that the above assets could be affected by the proposal as required by paragraph 128 of the NPPF. The impact on the setting of the identified heritage assets has also been evaluated through consideration of a variety of views.

Crusader Mill (Grade II) is a former cotton spinning mill. Its significance is derived from its contribution to the industrial heritage which once dominated this part of the city which gives it a high level of historical significance. Its architectural language and aesthetic is derived from its repetitive window arrangement and masonry and stone detailing although some of its significance has been diminished through extensive remodelling and removal of features over the years. The building is currently being converted into residential accommodation.

Ashton Canal Lock Number 1 (Grade II) forms part of the wider Ashton Canal network which was built to supply coal from Oldham and Ashton under Lyne to Manchester and opened in 1796. Although significant in its own right in terms of providing an early understanding of canal infrastructure, the locks significance when considered with the wider canal infrastructure provides a fuller understanding of its role in the industrial heritage of the area.

Ashton Canal Towpath Bridge (Grade II) forms part of the wider Ashton Canal infrastructure and has both individual and group value with the other assets associated with the canal. The bridge is representative of early canal infrastructure which gives it both historical and architectural significance.

Ashton Canal Lock Keepers Cottage (Grade II) the building's position on the edge of the canal means that it has strong group value with the surrounding canal infrastructure as well as being individually significant. This gives the building high historical significance as well as being architecturally of merit.

Ashton Canal Lock Number 2 (Grade II) forms part of the wider Ashton Canal infrastructure and has both individual and group value with the other assets associated with the canal. The historical significance, particularly with the other canal assets, is high but is more limited in respect of its architectural significance. The lock is, however, a good example of early canal infrastructure.

Ashton Canal Lock Number 3 (Grade II) forms part of the wider Ashton Canal infrastructure and has both individual and group value with the other assets associated with the canal. The historical significance, particularly with the other canal assets, is high but is more limited in respect of its architectural significance. The lock is, however, a good example of early canal infrastructure.

Albion Works (Grade II) is a former Mill building which has been converted into residential accommodation. Both historically and architecturally significant due to its masonry façade, detailing and repetitive window arrangements. The building has a retained chimney which former a prominent feature in the local area. The building

has been modified over the years with a roof top extension which has reduced its significance. The building also has a group value with the former Vulcan Works.

Vulcan Mill (non-designated heritage asset) a former mill building converted into residential accommodation. The buildings significance is derived from its historical use and links with Manchester's industrial heritage. The building has architectural merit and forms a group value with Albion Works.

Soho Foundry Wall (non-designated heritage asset) was a wall associated with the former Soho Foundry fronting the canal. There are also likely to be below ground archaeology associated with the foundry at the site. The wall remains the only above ground element and therefore the last remaining representation of the heritage associated with this building. It's historical significance is therefore high, particularly when considered with the canal, but its architectural significance is lower given the its current condition.

The heritage assessment has considered the impact on the historic environment particularly within the 9 key viewpoints that were identified as part of the impact assessment.

These are as follows:

- View A looking south-east from Redhill Street;
- View B View looking south from junction of Pollard Street and Munday Street;
- View C View looking south west along the Ashton Canal;
- View D looking south west along the Ashton Canal;
- View E looking south across the site;
- View F east up the Ashton Canal;
- View G looking east along the Ashton Canal;
- View H looking east along Chapeltown Street; and
- View I looking north up Pollard Street.

The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to result in a low level of harm to the setting and significance of the identified heritage assets (with this low level of harm being considered against the relevant tests within the NPPF). However, it is also acknowledged that there would also be some heritage benefits as a result of the scheme which principally derived from the removal of this vacant site from the setting of these heritage assets together with enhancements in the form of landscaping and improved setting as a result of the new buildings together with re-use and repair of the Soho Foundry Wall.

The key conclusions are summarised as follows:

View A looks towards the development from Redhill Street on the edge of the Ancoats Conservation Area. The development is not legible within the view due to the significant distance from the site.



View A looking south-east from Redhill Street

View B looks south from junction of Pollard Street and Munday Street. The proposal would be visible when looking towards the Grade II listed Albion Works and non-designated Vulcan Works and the openness provided by the vacant nature of the site removed.

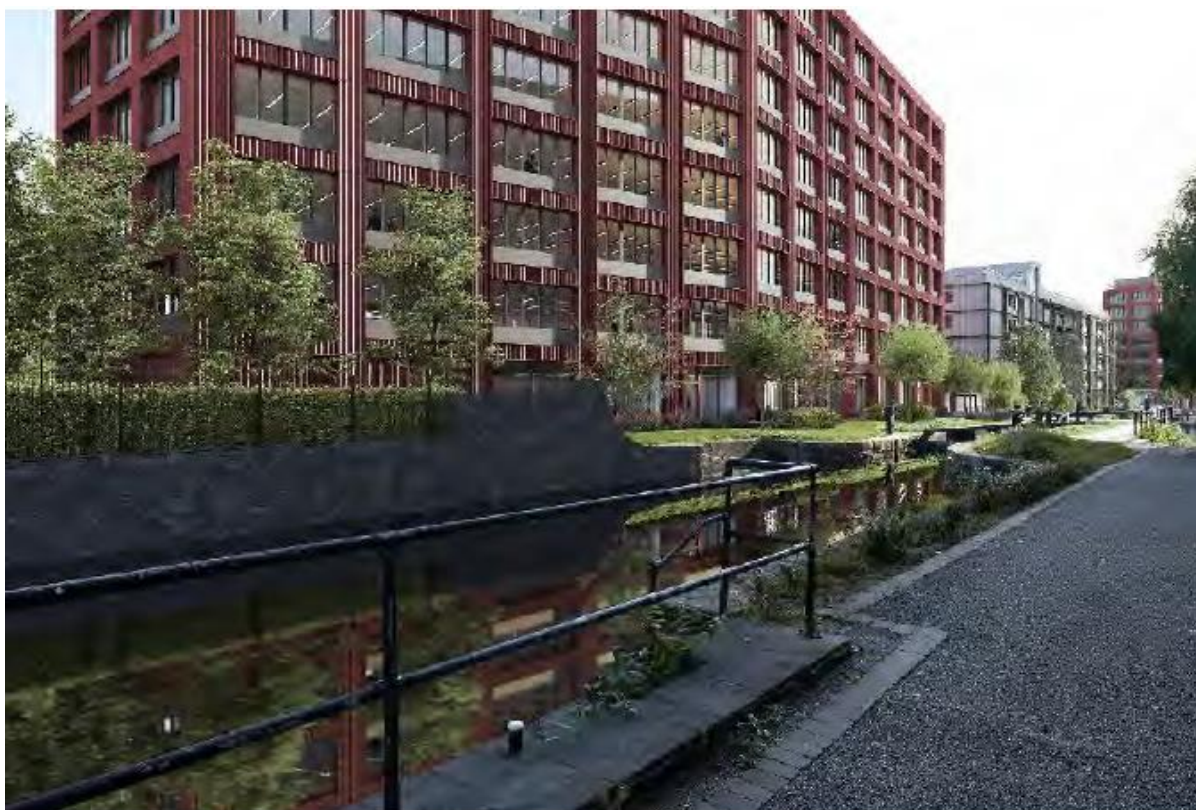
Any impact on the setting and significance of these assets should, however, be balanced against the evolution of development in this part of the city. The site was once dominated by large mill and foundry buildings similar in scale and appearance of the heritage assets. This proposal would reinstate built form along Pollard Street with a density similar to the adjacent mill buildings. The heritage assets would remain legible view with the proposal stepping back from the footpath edge to provide further relief. The removal of the surface level car park from this view provides a heritage benefit to the setting of these assets.

The development would remove the view over the canal towards CHIPS and Islington Wharf. These are more modern development and therefore the impact is minimal. The significance of the canal network would be lost; however, this is not an historical view with the canal infrastructure is better appreciated from other vantage points. The overall harm on the setting and significance of the historic environment from this view is a low level.



View B View looking south from junction of Pollard Street and Munday Street

View C looks south west along the Ashton Canal. Lock number 3 along with the canal network is prominent in the view with Albion and Vulcan works seen in the background. The proposal would obscure the view of Albion and Vulcan Mills and the historical setting of building of a particularly scale, mass and density would be reinstated at the site. The canal network and listed lock would remain legible within the view and would be enhanced by the proposed landscaping works.



View C View looking south west along the Ashton Canal

View D looks south west along the Ashton Canal with the foundry wall and lock 2 forming part of the view. Albion and Vulcan view are visible within the background.

The proposal would have a positive impact on the Foundry wall allowing it to be fully appreciated and set within an enhanced landscaped setting. Whilst it is acknowledged that there would be a loss of the main view of Albion and Vulcan Works, this is not an historic view of the building or the best vantage point to fully appreciate the significance of these building. The layout of the development does allow for the framing of the historic chimney and connections through the development between each heritage asset.



View D looking south west along the Ashton Canal

View E looks south across the site and allows open views of the Albion and Vulcan Works and the associated chimney.

The proposal would obscure the view of the heritage assets but would retain a view of the chimney stack. The impact on the setting and significance of these assets should be considered against the historical form of development which once dominated the site. The proposal would reinstate the scale and density of the historical mills together with providing enhancement to the public realm. The view of the chimney stack would be set within the new landscaped green which is to be created at the site together with reflecting the infilled canal branch in this location thereby strengthened the views towards Pollard Street.



View E looking south across the site

View F looks north along the Ashton Canal with lock number 1 in the foreground of the view and the Lock Keepers Cottage and lock number 2 in the background. Collectively the features form a significant view of the canal infrastructure.

The proposal would reinstate built form would recreate the historical relationship with the canal. The canal network remains fully legible and understood. The landscaping would allow greater access and appreciation of the listed assets through the demolition of a modern section of canal wall and enhanced soft and hard landscaping. The loss in openness at the site would remove any view of Albion and Vulcan Mill. This is considered to be a low level of harm given the historical pattern of development at the site.



View F east up the Ashton Canal

View G provides a further view looking eastwards along the Ashton Canal. The Lock Keepers Cottage is located to the left of the view with Albion and Vulcan Mills to the right. Lock number 2 is visible to the right of the cottage.

The current condition of the site has a neutral impact on the setting of the canal network. The reinstatement of built form recreates a historical relationship with the canal. The canal network and associated strictures would all remain legible and understood and the enhancements to the landscaping would allow for greater access to the canal.



View G looking east along the Ashton Canal

View H looks east along Chapeltown Street with the façade of Crusader Works to the right of the view.

The development makes little impact on the setting of the asset from this distance. There is a glimpsed view of the development from this vantage point which does not materially affect the listed building or its setting.



View H looking east along Chapeltown Street

View I looks towards the site from the junction of Pollard Street and Great Ancoats Street. Albion Works and Vulcan Mills are clearly in view from this vantage point.

Whilst the proposal would clearly be seen within the setting of the heritage assets, they would remain legible and understood from this vantage point. The proposal would reinstate the historical relationship of building form on this site of Pollard Street. The impact on the heritage assets is considered to be minor and when set against the other benefits of the scheme outweighs and harm in this regard.



View 1 looking north up Pollard Street

This development would be seen in the same context of a number of heritage assets. The current open nature of the site has a neutral impact on the local area and the surrounding assets and affords many of the heritage assets a setting which is not representative of the historical pattern of development in the area

The development would result in a low level of *less than substantial harm*, as defined by paragraph 196 of the NPPF, to the setting and significance of the identified heritage assets. Notwithstanding this low level of harm, the heritage assets would either remain legible and understood or would reinstate an historical pattern of development. Any harm would be outweighed by the substantial regeneration benefits that this development would bring. It is considered that this would provide the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Assessment of Heritage Impact

The proposal would result in instances of low level of harm through changes to the setting of some listed buildings, listed locks and non-designated heritage assets. These impacts are considered to result in a low level of harm to significance of some of the above assets and to fall within the category of less than substantial harm within the NPPF.

In these circumstances, it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the importance of the asset, the

greater the weight should be) (paragraph 193 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In considering whether the required public benefits exist to outweigh any harm, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This site has previously been developed and there are longstanding regeneration aspirations for commercial led development at the site and in the area.

This proposal would regenerate the site in line with Council policy and deliver 46978 sqm of commercial floor space. The development would be innovative with flexible workspaces which would support traditional businesses looking for grade A office space and start up to small to medium sizes businesses. It would result in £83 million of investment and create 700 full time equivalent jobs during the construction and 510 full time equivalent jobs through construction expenditure. Additional growth in the supply chain would create 195 indirect jobs. The development is expected to create £112.3 million Gross Value Added (GVA) during the construction period. When operational the development would create 3,600 jobs in a range of sectors, roles and scales of organisations – from more established businesses to start ups.

The applicant would adopt a 'Manchester-first' procurement policy with at least 25% of the supply chain coming from Greater Manchester with a commitment from tenants and contractors to pay the Manchester Living Wage and targeting local people. In addition, over 40% of affordable workspaces would be dedicated to small to medium sized businesses. Business rates would generate around £3.1 million per year.

The scheme also seeks to create social value equating to around £7.8 million in the first 5 years through 5,000 voluntary hours per year. Areas which will be supported are local causes, youth engagement and mentor opportunities. Initial targets would also include 40 graduate internships within the businesses at the development, 40 small to medium sized business seminars together with 60 mentoring spots per year. Employment and recruitment opportunities, with 15 formal apprenticeships places, 25 local people helped back to work and 25 free desk for young people each year would be made available.

The visual and heritage assessment demonstrates that low level of harm to the surrounding heritage assets in most instances as the development would be viewed in the same context as the listed buildings/structures. The level of harm is low as, in most instances, the significance of the heritage assets would remain legible and understood both individually and where there is group value. There are several instances where the view of heritage assets becomes obscured or partially obscured. When measuring this harm, regard must be had for the historic evolution of the site and the change in built form which has occurred over many years. Previous development would have had a similar relationship and impacts with these assets.

Mitigation and public benefits are derived from the continued regeneration of East Manchester which would bring jobs and support supply chains both locally and regionally. The proposal would also be high quality in both its architecture and contribution to public realm, which would also bring its own heritage benefits. The

buildings would be highly sustainable, using low carbon technologies and a highly efficient building fabric. New public green spaces, landscaping, trees and habitat improvements would all bring the highest level of environmental benefit to the scheme.

Whilst there would be some heritage impacts, this would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Archaeology

An archaeological assessment notes that there is likely to be a variety of important nineteenth century remains below ground such as the Pollard Street Mill and Soho Iron Works. Some of these sites were partially excavated and recorded prior to the installation of the tram but unexcavated zones would now be developed. GMAAS consider that it would be appropriate to undertake a programme of ground excavations to record any affected archaeology. Following completion and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed to this affect to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20.

Trees

There are 9 individual trees, 11 group trees and shrubs at the site. 5 trees would be removed (1 category A, 3 category B and 1 Category C) and 6 group trees (which include approximately 31 trees – category C). A category A group of trees (series of approximately 7 Lime trees to Pollard Street) can be replanted elsewhere within the site.

The proposal would result in the loss of existing green infrastructure at the site from the loss of these trees. The City Arborist has raised no objection to this tree removal. The loss of the trees can be mitigated through the enhanced landscaping proposals which include planting of 55 new trees at the site (which includes street trees to Pollard Street and Great Ancoats Street) together with new shrub (ornamental and native) planting. The new planting at the site would also support new bird and bat boxes in order to create new habitats. These measures would increase biodiversity and would be agreed by planning condition.

Ecology

An ecological appraisal has concluded that there are no significant ecological constraints relating to bats, bird and proximity to the Ashton Canal.

The grassed area, trees and scrub has some ecological value which would be lost. Greater Manchester Ecology Unit (GMEU) consider that the extensive tree planting, wildflower grassland, public realm, green walls and roof gardens, bird and bat boxes suitably mitigate against the loss of existing habitats and biodiversity and enhance green infrastructure by approximately 10%.

GMEU also advise that any lighting scheme needs to consider the canal in order to minimise impacts on this wildlife corridor. Construction impacts on the canal need to be mitigated through the construction management plan. These matters should form part of the conditions of the planning approval.

This is in line with EN9 and EN15 of the Core Strategy as the effects of the development can be suitably mitigated and enhancement measures put in place which outweigh any harm result from the loss of trees and grass from the site.

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

The new spaces could be used for play, work, dwell or just passing through and provide the setting for the buildings. Connections would be improved across the site with cycle and walkways and the canal would be opened up. The landscaping proposal fall within 5 distinctive areas which would help contribute to the legibility and identity of the development. These areas are: Central Green; Foundry Green; Canal Walk East; Great Ancoats Street and Canal Walk West; and, Pollard Street.

Central Green would be a destination for many due to its proximity to tram and bus stops, cycle routes and canal footbridge.



View of the Central Green from Pollard Street (flanked by building C (left) and E (right))

The tram lines allow distinctive spaces to be created. The southern space has trees, planting and seating whilst the space to the north is more open lawn space to allow for large social gatherings. This would allow for a multifunctional use of the spaces and provide views to the canal infrastructure from Pollard Street and the heritage assets Albion Works and chimney and Vulcan Mill from the canal.



Central Green landscaping proposals

Foundry Green extends from building A and B to Soho Foundry Wall. The Lime trees on Pollard Street would be relocated to Foundry Green. The wall is a key feature in this space and landscaping would create a walled garden effect. A decking area to the north-east providing a multi-functional dwell space. The pedestrian route is flanked by canal side lawned terrace spaces sloping to the canal wall and water edge opening up the view of the canal and its historic features and could become an events space.

Informal play spaces, public art and biodiversity improvements would be provided to the Metrolink retaining wall. The final design of Foundry Green would be devised in consultation with the local community and relevant partners such as the Canal and River Trust and would be fully accessible.



Layout of the Foundry Green

Canal Walk East would be a linear space created alongside the canal and to the north of building D. This should become an important route for pedestrians, connecting Great Ancoats Street and the footbridge across to New Islington Marina and Munday Street.

Seating would be created within lawned areas on the canal side with tree planting creating an enhanced setting and biodiversity improvements. It is anticipated that community led gardens, orchards and incidental play features would populate the space to encourage community use. The lawn setting to lock number 3 would be preserved and enhanced within the removal of a hedge which would open up access to the lock encourage greater use and appreciation of the canal infrastructure.



Layout of Canal Walk East

Great Ancoats Street and Canal Walk West in recognition of the different character of this area, there are less opportunities to dwell within this area rather a high quality environment is create in order to transition to the other areas of the site.

The existing wildflower meadow adjacent to lock number 1 would be extended adjacent to the canal walk enhancing the environment on Greater Ancoats Street. Occasional seating and cycle parking would also be created as the landscaping merges with Foundry Green.



Layout of Great Ancoats Street and Canal Walk West

Pollard Street has been designed to respond to the level changes along this route and the need to provide access into Building C. A number of retaining walls, steps and planting are proposed. Planting would soften the streetscape and retaining walls

provide informal seating for spill-out from the buildings. Some street tree planting and cycle parking adjacent to entrances is proposed along the length of Pollard Street.

The two servicing laybys for building C and E are along this route the bus stop relocated to provide a better transition between tram and bus journeys.



Layout of Pollard Street

The proposal would provide up to 0.8 hectares of open spaces and public realm within this 2.01-hectare site. 0.6 hectares would specifically comprise soft landscaping, grassed area, wildflowers, native hedgerows and green areas. 17 existing trees would be relocated and a further 55 planted. This would create habitats and contributes to a net gain in biodiversity which mitigates against the value of the existing grass area.

Roof top terraces are provided to some buildings (buildings D and E) with a multi-use games areas to building A. These terraces would have soft landscaping as part of creating habitats and biodiversity improvements.

Effect of the development on the local environment and existing residents

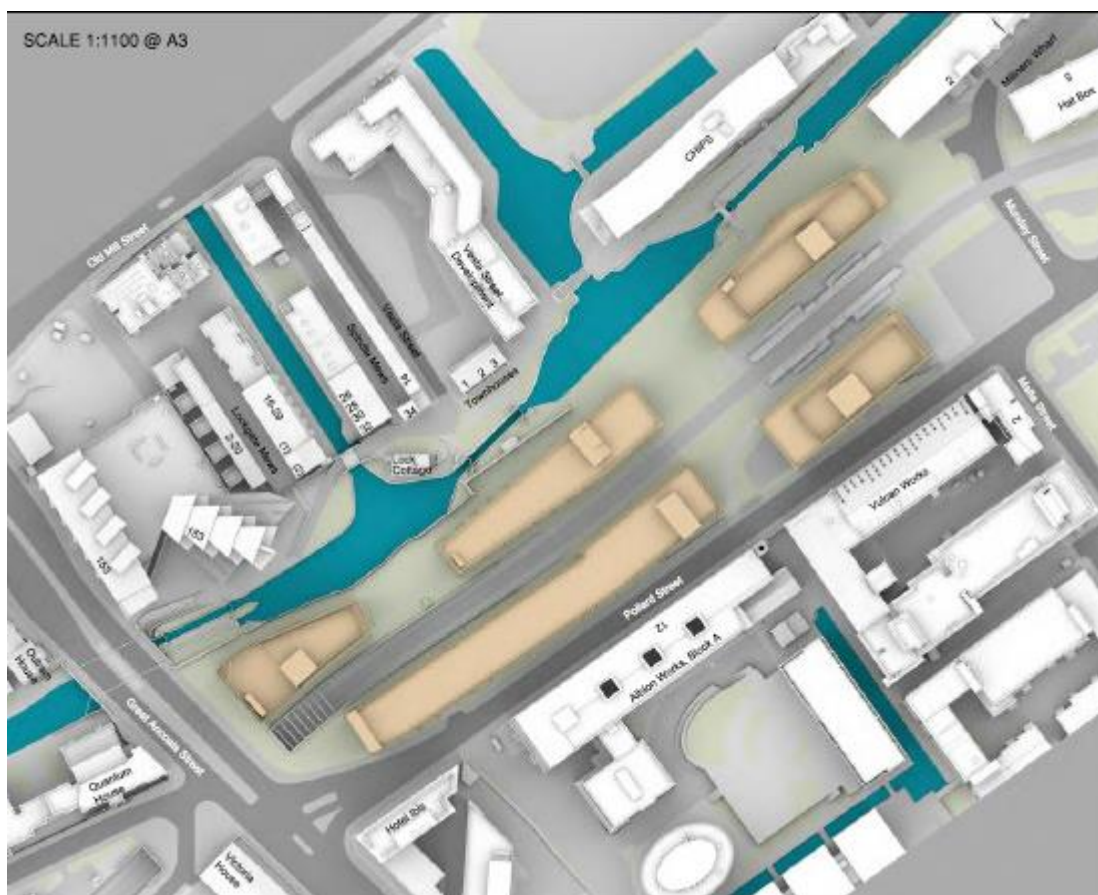
(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely effects of the proposal on the daylight and sun light received by surrounding properties. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window. The following residential properties were assessed:

- Vulcan Works, Pollard Street;

- Albion Mill, Pollard Street;
- Hatbox Apartments, Munday Street;
- Milliners Wharf, Munday Street;
- CHIPS, Lampwick Lane;
- One Vesta Street Development;
- Spindle Mews;
- Lockgate Mews, Old Mill Street;
- Canal Keepers Cottage;
- Islington Wharf, Great Ancoats Street;
- Outram House, Great Ancoats Street; and
- Quantum Apartments, Great Ancoats Street.



Proposed development in relation to surrounding buildings

A summary of the impacts is detailed below:

Albion Mill

90 windows to 66 habitable rooms were considered for daylight. 77 of these windows (86%) currently achieve the 27% VSC target and 13 (14%) do not due to their position within a lightwell or overlooking an existing wall.

As a result of the development, 14 windows (16%) would continue to achieve the 27% VSC target (or experience a reduction in VSC of less than 20% which is acceptable on the grounds it would not be noticeable by the occupants. 42 windows

(47%) would achieve a VSC of between 22-25% which would be within an acceptable tolerance given the context.

Of the remaining 34 windows, 28 (31%) would achieve an alternative VSC target of 12.5% based on spacing to height ratio between the Albion Works and the proposal.

6 windows (7%), located on the ground floor, would not achieve this alternative VSC target but are within a close range of between 12% to 12.4%. Despite the low VSC values, the windows are large which maximises the amount of natural light.

29 of the 66 rooms (44%) would pass the NSL test, with reduction in NSL not noticeable to the room occupants. 37 rooms (56%) would experience reductions in NSL that would be noticeable to the occupants. However, the majority of these rooms would continue to access direct sky visibility to more than half of their area. It should also be noted that 21 of these rooms are very deep plan with living spaces by the window and kitchen areas to the rear. As such, the living room proportion of these rooms continue to receive direct daylight and limited access to direct sunlight is common in single aspect apartments.

There are no windows in Albion Mill that face within 90 degrees of due south as such there is no requirement to consider the impact on sunlight.

Albion Mill currently enjoys unusually high levels of daylight which makes it more sensitive to change when development take place close to it. The apartments have large windows which provide a good distribution of daylight within the rooms which would largely remain even with the development in place.

Vulcan Mill

152 windows to 103 habitable rooms were considered. 135 (89%) currently achieve the 27% VSC target. 17 windows do not as they are on the side elevations facing other buildings.

As a result of the development, 81 windows (53%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which would not be noticeable. 15 (10%) would achieve a VSC of between 22% and 26% which is a tolerable level given the context.

The majority of the remaining 56 (37%), achieve a VSC of between 10% to 15% which, whilst less than the BRE target, would enable these windows to continue to receive daylight. It should also be noted that these windows are very large and would therefore receive daylight from above providing a natural illuminance.

54 (52%) of the 103 rooms would pass the NSL test resulting in no noticeable reduction. 49 (48%) would experience reductions in NSL that would be noticeable. It should also be noted that 19 of these rooms are very deep plan with living spaces by the window and kitchen areas to the rear and the living room area continues to receive direct daylight and the limited access to direct sunlight is common in single aspect apartments.

14 rooms with 27 windows, have been considered for sunlight. 12 (86%) achieve the 25% Annual and 5% Winter APSH targets currently. 2 rooms (14%) would achieve both the 25% Annual and 5% Winter APSH target. The development would in general reduce APSH levels within the rooms identified at Vulcan Mill. Notwithstanding this, all 14 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in existing APSH values of less than 20% reduction which is acceptable as it would not be noticed by the room occupants.

Vulcan Mill currently enjoys unusually high levels of daylight amenity which makes it more sensitive to change. The apartments have large windows which allow for a good distribution of daylight within the rooms which would largely remain with the development in place. The impact on sunlight is considered to be negligible.

Hatbox Apartments

60 windows to 28 habitable rooms were considered for daylight. 27 (45%) currently achieve the 27% VSC target. 35 do not as they are behind/adjacent to a projecting balcony or a recessed balcony.

As a result of the development, 59 windows (98%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. The remaining window would achieve a VSC of 9% which, although below the VSC target would be acceptable given the room this window is serving is served by 2 further BRE complaint windows.

All 28 rooms (100%) pass the BRE's NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility.

28 rooms with 60 windows were considered for sunlight. All 28 rooms (100%) achieve both the 25% Annual and 5% Winter APSH targets currently. There would be a reduction in Annual and Winter APSH levels but within the BRE target.

The impact of the development on the Hatbox in terms of day light and sunlight is not considered to be significant.

Miliners Wharf

64 windows to 32 habitable rooms were considered for daylight. 2 of those windows (3%) currently achieve the 27% VSC target. 62 (97%) windows do not currently achieve the 27% target due to their position, set behind a winter garden. In effect, these windows are recessed into the building elevation, which places a significant limitation on their capacity to receive daylight.

As a result of the development, 37 windows (58%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. 27 (42%), all servicing living room/kitchen dinners, would experience a reduction that would not be noticeable, and these rooms pass the NSL test with no negligible reduction in sky visibility.

These windows are to dual aspect rooms with two other windows which allow a good level of daylight distribution. The building designs currently makes the windows more sensitive to change.

All 32 rooms (100%) would pass the NSL test, with the majority experiencing no more than negligible reductions to unobstructed sky visibility.

24 rooms, with 56 windows, were assessed for sunlight all of which currently achieve the 25% Annual and 5% Winter APSH targets. 21 (88%) would continue to achieve both the BRE's Winter and Annual sunlight targets. 3 living room/kitchens (13%) would achieve the 5% Winter APSH target and would achieve APSH values of between 21 to 22% which is within the 35% target tolerance for the context.

The impact of the development on the Miliners Wharf in terms of day light and sunlight is not considered to be significant particularly given the buildings design and its context.

CHIPS

352 windows to 176 habitable rooms were considered for daylight. 311 of these windows (88%) currently achieve the 27% VSC target and 41 (12%) do not due as they are to the rear of a recessed balcony; below the projecting edge of the 'chip' above the window; or directly overlooking Milliners Wharf.

222 (63%) would continue to achieve the 27% VSC target (or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. 74 (21%) would achieve a VSC of between 22-25% which is within an acceptable tolerance given the context.

Of the remaining 56, 32 (9%) would achieve an alternative VSC target of 18% based on spacing to height ratio between the CHIPS and the proposal.

24 (7%) would not achieve the alternative VSC target. However, 19 of these windows are served by at least one other which ensures a reasonable amount of daylight would remain. There are 5 windows that solely serve a room due to the design of the development.

128 rooms (73%) of the 176 considered passed the NSL test by experiencing reductions which would not be noticeable. 48 (27%) would experience reductions that would be noticeable. However, 37 of these rooms would continue to access direct sky visibility to more than half of the rooms area.

Whilst it acknowledged that there would be noticeable impacts on available daylight to the rooms identified, in most instances they came within an acceptable tolerance to the targets. The CHIPS building would inevitably be more sensitive to change as the vacant site results in unusually high levels of amenity for these apartments.

176 rooms, with 352 windows were considered for sunlight. All rooms (100%) currently achieve the 25% Annual and 5% Winter APSH.

There would be a reduction in both Annual and Winter APSH levels. However, 173 rooms (98%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20% that is accepted by the BRE, on the grounds that it would not be noticed.

2 rooms would achieve the BRE target for Annual APSH and 4% for winter APSH. 1 room would achieve the Winter APSH target and an Annual APSH of 21%. It is considered that all three of these rooms are within an acceptable tolerance of the BRE targets and therefore the impact on sunlight is not considered to be significant.

One Vesta Street

116 windows to 107 habitable rooms were considered for daylight. 103 (89%) currently achieve the 27% VSC target. 13 (11%) do not.

99 (85%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. 14 windows (12%) would achieve a VSC of 25% which is with a tolerable level given the context.

3 windows, serving two bedroom and one living room/kitchen, would not achieve the BREs VSC target or come within an acceptable tolerance. It should be noted that the 3 rooms would pass the NSL test and would experience a reduction of less than 1%, would experience VSC of between 19% to 21.5% and therefore only falling marginally short of the VSC target and the window to the living room/kitchen is below a projecting balcony.

99 rooms (93%) would pass the NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility.

8 (7% 5 bedrooms and 3 living rooms/kitchens), would not pass the NSL test, and the change would be noticeable. However, they would continue to receive direct daylight to the majority of their area, and the remaining 3 rooms would receive direct daylight to between 44% and 49% of their area.

67 rooms, with 76 windows were assessed for sunlight. 63 (94%) currently achieve the 25% Annual and 5% Winter APSH targets. The remaining 4 (6%) achieve the Annual APSH target but not the Winter APSH target.

The development would result in a reduction in both Annual and Winter APSH levels. However, 64 rooms (96%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in existing APSH values of less than the 20% reduction that is accepted by the BRE, on the grounds that it is not noticeable.

1 room would achieve the BRE target for Annual APSH and 4% for Winter APSH, which is within an acceptable tolerance of the BRE targets. 2 rooms would exceed the BRE's target for Annual APSH but not winter APSH.

The impact on sunlight to these rooms is acceptable given their capacity for winter sunlight is compromised due to their position close to the Vesta Street townhouses.

The impact of the development on the One Vesta Street in terms of day light and sunlight is not considered to be unduly harmful particularly due to its context and the developments design and relationship to other buildings which currently limits its capacity for daylight and sunlight.

Spindle Mews

53 windows to 23 habitable rooms were considered for daylight. 10 (19%) achieve the 27% VSC target. 43 (81%) do not currently achieve the 27% target as they face neighbouring development and other parts of Spindle Mews.

52 windows (98%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which would not be noticeable. The remaining window would achieve a VSC of 25% which is marginally below the VSC target and also has a BRE complaint window.

All 32 rooms (100%) pass the BRE's NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility.

21 rooms with 51 windows, were considered for sunlight. 19 (90%) achieve the 25% Annual and 5% Winter APSH targets currently. 1 room achieves the Annual APSH target but not the Winter APSH target and 1 room achieves neither. 19 rooms (90%) would continue to achieve the BRE's Winter and Annual sunlight targets, notwithstanding a reduction in both Annual and Winter APSH levels.

2 rooms (one bedroom and one living room/kitchen) would achieve the Annual APSH target or experience reductions of less than 20%. These 2 rooms would not, achieve the Winter APSH target. These rooms are to the immediate north of the projecting parts of Spindle Mews which limits their direct sunlight in the winter. In addition, the living room/kitchen comfortably achieves the Annual APSH target.

It is not considered that the development would have an unduly harmful impact on the amenity of these apartments.

Lockgate Mews

58 windows to 33 rooms were considered for daylight. 27 (47%) currently achieve the 27% VSC target. 31 (53%) windows do not currently as their daylight is limited due their outlook towards Spindle Mews and Islington Wharf.

51 (88%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. The remaining 4 (75%) would achieve a VSC of 24% to 26% which is marginally below the target.

3 (5%), one bedroom and two living room/kitchens, would not achieve the BRE's VSC target or come within an acceptable tolerance of it. There are factors that justify the flexible interpretation of these results. The living rooms/kitchens have other windows that do achieve the BRE targets. They are therefore BRE compliant rooms. The bedroom has 2 other windows, one of which achieves the BRE target of 27%

and another which comes within an acceptable tolerance of it. All three of the rooms served by these windows pass the BRE's NSL test.

30 (91%) of the 33 would pass the BRE's NSL test, with most experiencing no reduction to its direct daylight / access to unobstructed sky visibility.

3 rooms (9%) would not pass the BRE's NSL test. These rooms are used as bedrooms and are therefore considered to have a lower daylight sensitivity.

18 rooms with 43 windows, have been considered for sunlight. 14 (78%) achieve both the 25% Annual and 5% Winter APSH targets currently. 2 (11%) are partially compliant, achieving the Winter APSH target but not the Annual APSH target. The remaining 2 rooms (11%) achieve neither of the APSH targets.

12 (67%) would continue to achieve the BRE's Winter and Annual sunlight targets. 2, one bedroom and one living room/kitchen would achieve Annual APSH target and come within an acceptable tolerance of the Winter APSH target.

2 one bedroom and one living room/kitchen would not achieve the Winter APSH target but would experience a reduction of less than 20% in Annual APSH. 2 rooms (11%) would achieve neither the Winter nor Annual APSH target.

It is considered that, on balance, the impact on sunlight would not be unduly harmful given the rooms which do not achieve the APSH target are bedrooms, and have a lower sensitivity and do not currently achieve the Annual APSH due to their proximity to Islington Wharf which impedes their ability to receive sunlight.

Canal Keepers Cottage

12 windows to 7 rooms were considered for daylight. 9 (75%) currently achieve the 27% VSC target and 3 (25%) do not.

4 would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. The remaining 7 (58%) would achieve a VSC of 22% to 25% which is marginally below the VSC target.

1 would not achieve a VSC within an acceptable tolerance. However, this window is marginally below an acceptable level at 21.35% (from 21.6%). The room also has 3 other windows all of which achieve a VSC of 22% to 25% and meet the NSL target.

5 (71%) pass the NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility. 2 (29%) would not pass the NST test. However, they are bedrooms with a lower level of sensitivity.

It is considered that the impact on daylight to the Canal Keepers Cottage is marginal and with a tolerable level for a city centre context.

5 rooms with 9 windows were considered for sunlight. All 5 rooms (100%) achieve the 25% Annual and 5% Winter APSH targets currently.

The proposal would result in reductions in both Winter and Annual APSH levels but continue to be with tolerable limits and do not cause unduly harmful impacts.

Islington Wharf

437 windows to 206 habitable rooms were considered for daylight. 242 (55%) currently achieve the 27% VSC target. 195 (45%) do not and are positioned on the inward facing elevations of this development with the massing of another block significantly limiting their capacity to receive daylight.

387 windows (89%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. 9 (2%) would achieve a VSC of 22% to 26% which is marginally below the VSC target. 41 (9%) would not achieve a VSC within an acceptable tolerance of the target. However, 40 of these are to rooms with at least one other window. Many of these windows do not currently achieve the VSC target. The rooms do achieve the NSL test.

187 rooms (96%) passed the NSL test with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility. 4 of the remaining 9 rooms would continue to receive direct daylight to the majority if their area.

172 rooms with 389 windows were considered for sunlight. 169 (98%) achieve the 25% Annual and 5% Winter APSH targets currently. The remaining 3 rooms achieve the Winter APSH target but not the Annual APSH target.

The proposal would reduce Annual and Winter APSH levels. 157 rooms (91%) would still achieve Winter and Annual sunlight targets. 1 room would achieve the 25% Annual APSH target. It would also achieve a Winter APSH of 4%, which is considered to be acceptable given the context.

11 (6%) would achieve the Annual APSH target or experience reductions of less than 20%. They would not achieve the Winter APSH target. These rooms have balconies above the window, or projecting architectural features to the south of the window, limiting their capacity to receive direct sunlight.

Whilst the majority of these rooms do achieve the BRE targets currently, this is because the development overlooks a vacant site which minimises the impact of the projecting structure.

3 rooms (2%) would not achieve the BRE targets due to the design constraints of the development limiting the amount of light.

It is considered that, on balance, the impact on sunlight is not considered to be unduly harmful given the rooms which do not achieve the APSH target are constrained by the design of Islington Wharf which impedes their ability to receive sunlight when the proposed development is taken into account. Building of this scale and nature within a city centre context is not unusual and the impact of the development is therefore within a reasonable tolerance.

Outram House

18 windows to 15 habitable rooms were considered for daylight. 6 (33%) currently achieve the 27% VSC target and 12 (67%) do not due to the massing of Islington Wharf. 18 would achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable.

All 15 rooms (100%) would pass the BRE's NSL test.

3 rooms with 3 windows achieve the 25% Annual and 5% Winter APSH targets currently.

The proposal would result in a minor reduction in Annual APSH levels and no reduction in Winter APSH levels. all 3 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets.

Quantum Apartments

73 windows to 44 habitable rooms were considered for daylight. 48 (66%) currently achieve the 27% VSC target and 25 (34%) do not.

49 (67%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. 16 (22%) would achieve a VSC of 21.6% to 26% which is considered to be within an acceptable tolerance.

8 (11%) would achieve a VSC of less than 21.6%. 7 do not currently meet the VSC target due to their recessed position and the massing of Islington Wharf, including 3 to bedrooms, which are less sensitive. 8 of the rooms served by these windows, 5 would comfortably pass the BRE's NSL test.

41 rooms (93%) would pass the NSL test. 3 (7%) which do not pass the NSL test would continue to receive direct daylight to more than half of their area.

9 rooms with 31 windows were considered for sunlight. 7 (78%) achieve the 25% Annual and 5% Winter APSH targets currently with the remaining 2 rooms achieving the Annual APSH target but not the Winter APSH target.

The proposal would result in very minor reductions in Annual APSH levels and no reduction in Winter APSH levels. All rooms would continue to achieve the BRE's Winter and Annual sunlight targets.

External amenity areas

The daylight and sunlight report has considered the sunlight amenity impact of the proposal on the Ashton Canal Towpath and the amenity areas created by the development - Canal Walk East, Central Green and Foundry Green.

The Ashton Canal Towpath currently passes the Time in Sun test, receiving at least 2 hours of direct sunlight on 21 March to 96% of its area. 93% of the Ashton Canal Towpath would continue to receive at least 2 hours of direct sunlight on 21 March,

significantly exceeding the BRE's target of 50%. The development would therefore have no material impact on the extent to which this external amenity area receives at least 2 hours of direct sunlight on 21 March and would to be very well sunlit throughout the year.

Canal Walk East (the "linear park" alongside the Ashton Canal), the Central Green and Foundry Green would receive at least 2 hours of direct sunlight to 56.8% of its area on 21 March, exceeding the BRE target of 50%. The two portions of Central Green would receive at least 2 hours of direct sunlight to 100% and 86.3% of their respective areas on 21 March, significantly exceeding the BRE target of 50%. These external amenity spaces would therefore appear very adequately sunlit throughout the year. Foundry Green would receive at least 2 hours of direct sunlight to 45% of its area on 21 March. Whilst not achieving the BRE's target of 50%, we consider this to be within an acceptable tolerance of the BRE target.

Overlooking

It is not considered that the proposal would give rise to any unduly harmful impacts in terms of overlooking. The development is separated from surrounding development by Great Ancoats Street, Pollard Street, Munday Street and the Ashton Canal. This provides appropriate distances between the existing developments.

(b) TV reception

A TV reception survey does not anticipate impact on digital television services or digital satellite television services. A condition would require of a post completion survey to verify that this is the case and that no additional mitigation is required.

(c) Wind

A wind assessment has assessed the impact of the development on the wind environment in and around the site. The development would not result in any unsuitable wind conditions for the intended users of the building or use of public realm and external areas around the site. The scale of the development is in keeping with the height of surrounding buildings and together with the orientation of the buildings does not create any unacceptable wind conditions at ground level.

The building entrances and walkways around the site would be safe for their intended use. The roof top terraces would be suitable for their intended recreational and amenity use and would be comfortable for standing and sitting. The areas of outdoor seating in the public realm would also be suitable. Landscaping proposals to the north of building have suitably mitigated against any modest impact on wind conditions so that this area remain suitable throughout the year.

There are no material cumulative impacts on the wind conditions with other nearby development. Indeed, it is likely the wind conditions are likely to improve on pre-existing conditions as a result of the significant landscaping and tree planting which would take place at the site.

(d) Air quality

An air quality assessment has considered whether the proposal would change the air quality during both the construction and operational phases of the development. The application site lies within an Air Quality Management Area (AQMA).

There would be dust for the construction process, but this would be minimised as no demolition is required. A dust management plan would ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

The operational aspects of the development will have minimal impact on air quality. The proposal would remove an existing 80 space surface car park. The only on-site parking would be for 5 disabled people. Those working at the site would be able to use public transport. 547 secure cycle spaces are proposed with locker and shower facilities to encourage cycling to work.

Fume extraction

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

Noise and disturbance

A noise assessment identifies the main sources of noise would be from construction activities, plant, noise outbreak from the commercial premises and noise from the roof top terraces and multi-use area.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The office use could operate on a 24 hour basis. The external roof terraces would be available between 08:00 to 23:00 and restricted by a planning condition. The operational hours of the commercial units should be restricted to protect amenity and prevent unacceptable noise transfer. In addition, acoustic insulation should be put in place and details of the plant equipment for the building should be agreed.

Provided that construction activities are carefully controlled, the plant equipment and commercial accommodation are appropriately insulated and the operating hours of the roof terraces are controlled the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

A waste management strategy details how waste would be managed. Each building would have a centralised waste store on the ground floor. The ground floor commercial uses would have their own dedicated arrangements

The following would be required for each building:

- **Building A** - 15 no. x 1,100 Eurobins (collection via a layby on Great Ancoats Street)
- **Building B** - 17 no. x 1,100 Eurobins (refuse from this building will be transported to the collection point at Building A)
- **Building C** - 15 no. x 1,100 Eurobins (collection via a layby on Pollard Street)
- **Building D** - 18 no. x 1,100 Eurobins (collection from Munday Street)
- **Building E** - 17 no. x 1,100 Eurobins (collection via a layby on Pollard Street)

Each bin store would have receptacles for general waste, recyclable (cans/bottles/plastics) and pulvable (paper/cardboard). The waste management arrangements have been calculated based on a collection frequency of twice a week for the office and once a week for retail/leisure uses from the designated collection points. Waste receptacles would be returned to each building's bin store following collection by the on-site Facilities Management Team.

Environmental Health consider these arrangements to be acceptable in principle subject to further clarification on the final number of bins once the end users are known. The implementation of the arrangements should be conditioned.

Accessibility

The proposal would be accessible. Five parking spaces for disabled people would be provided within two layby areas on Pollard Street. There is level access across the site and sufficient width to walkways to accommodate a wheelchair or pram. Entrances to the commercial units and office entrance lobbies would be generous with power assisted doors. All floors are accessible by lift. The proposal would provide 174 accessible cycle stands (plus 6 in the public realm) for larger and accessible cycles.

Highways and transport considerations

A transport statement concludes that the site is a highly accessible and sustainable location. Laybys for servicing would be created on Great Ancoats Street and Pollard Street and the impact on the highway network is likely to be minimal with workers and visitors taking advantage of its highly accessible location and sustainable and active modes of transport.

A travel plan would support the development and promote a variety of measures and interventions. A welcome pack would be supplied to all employees outlining measures to encourage walking, cycling and public transport use and car sharing and car club.

Each building would have its own dedicated secure cycle store with showers and lockers to encourage use. The cycle provision within each building is as follows:

Building A - 95 cycles including 5% accessible stands and 5% nonstandard stands.

Building B - 46 cycles including 5% accessible stands and 5% nonstandard stands

Building C - 81 cycles including 5% accessible cycles stands and 5% nonstandard stands (this cycle store has capacity to expand by a further 29 standards should there be demand)

Building D -139 cycles including 5% accessible cycles stands and 5% nonstandard stands.

Building E - 118 cycles including 5% accessible cycles stands and 5% nonstandard stands.

There would also be a 72 stands within the public realm plus 6 accessible spaces. The total cycle provision be 557 (with capacity to grow this further should there be demand). Cycle and walking routes would be promoted to encourage active travel.

Highways services consider the position of the servicing arrangements and location of parking for disabled people require modifications to the highway layout in the interest of highway and pedestrian safety. Pollards Street would be narrowed and laybys and parking spaces for disabled people/car club bay(s) created. The bus stop would be relocated.

A draft travel plan encourages the use of sustainable forms of travel and conditions would require the production and implementation of a full travel plan. A draft construction management plan demonstrates that there would be minimal impact on the local highway network. A detailed plan would be produced as part of the conditions of any planning approval.

Overall, the development would have a minimal impact on the local highway network. Travel planning would promote the sustainable location, public transport use and active travel modes. Servicing and construction requirements can also be met. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Flood Risk/surface drainage

The site is in flood zone 1 '*low probability of flooding*' but is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. The applicant has prepared a drainage statement which has been considered by the Flood Risk Management Team, United Utilities and Canal and River Trust.

The two former canal arms that run underneath the site perpendicular to the Ashton Canal, the Ashton Canal and infiltration provide opportunities for a multi-functional sustainable drainage system for managing surface water to minimise any discharge and pressure on the public sewer.

The applicant is committed to exploring these options, or a combination of these options in detail and a planning condition is recommended together with verification and future management arrangements.

Designing out crime

The CIS recognises that the development would bring vitality to a partially derelict site and would present a more active frontages to improve natural surveillance. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further information is required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Demolition and Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Construction vehicles are likely to use Great Ancoats Street and Pollard Street which should minimise disruption on the local network. There is unlikely to be any cumulative impact from construction activity. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

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

Local and public opinion

There is support for the proposal, in terms of the social, economic and environmental benefits of the scheme, as well as objections in respect of the localised impacts on community.

This report provides a detailed analysis of those comments and concerns. It is acknowledged that there may be some localised impacts with to changes in outlook

from surrounding residential buildings and changes to day and sunlight. These effects would not warrant refusal of this planning application.

For the purposes of making planning decisions, the site is brownfield having been previously developed site. The site has no status as open space or a park but is simply a site which was seeded with grass to minimise its impact on the visual amenity of the area until conditions were right to redevelop the site. It is a long-standing regeneration aspiration to develop the site and one which would bring significant economic, social and environmental benefits to the city and the local area. This must be given significant weight in the decision-making process as directed by the NPPF.

Open spaces and new public realm would be created which would be developed with community consultation to ensure that the space meet the needs of residents and the development. This would provide spaces for outdoor recreation, active play as well as improvements to the pedestrian and cycling in and around the site. The new open spaces and public realm at the site would sit alongside the other public spaces and park areas in this part of the city including Angel Meadows, Cutting Room Square, New Islington Marina and Cottonfield Park and Phillips Park to name but a few.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal represents £83 million of investment into the city and East Manchester. There has been a long-standing aspiration to bring a commercial development to this site within the Regional Centre. The site is brownfield having been previously developed. The site has no status as open space within the development plan. The site was seeded following stalled attempts to bring the site forward for development following the economic recession in 2008.

The proposal is wholly consistent with strategic planning policies for the site and the long-term regeneration objectives for the area as outlined within the Manchester Core Strategy (policies EC1 and EC3) and significant weight should be given to this (paragraph 80 of the NPPF). This investment also comes at a critical time as the City recovers from the economic effects of the Covid 19 pandemic.

Outstanding and innovatively designed buildings would be developed at the site which sets new standards for sustainability (paragraph 131 of the NPPF). A significant proportion of the site would be open spaces and public realm which would be designed to the highest standard, safe and well managed to benefit the development and the local area.

A comprehensive travel plan and various improvements to the pedestrian and cycling environment at the site would fully exploit the city centre location and support walking, cycling, tram, rail and bus journeys to the site (paragraphs 103, 105 and 111 of the NPPF). The site would be car free (except for disabled and servicing provision) which would minimise emissions.

Careful consideration has been given to the impact of the development on the local area and it has been demonstrated that there would be no unacceptable impacts as a result of the development on noise, air quality, water management or wind conditions. Waste can be managed with recycling prioritised.

There would be some localised impacts on the historic environment with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the 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 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 with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the highways matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) Prior to the commencement of development, a detailed phasing plan (including enabling phase and indicative timescales for implementation of the development including landscaping and public realm elements) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

Reason – The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

Drawings

PLS-HBA-SW-ZZ-DR-A-08-0001, PLS-HBA-SW-ZZ-DR-A-08-0002, PLS-HBA-SW-ZZ-DR-A-08-0003, PLS-HBA-SW-ZZ-DR-A-08-0004, PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-SW-01-DR-A-08-0011, PLS-HBA-SW-02-DR-A-08-0012, PLS-HBA-SW-03-DR-A-08-0013, PLS-HBA-SW-04-DR-A-08-0014, PLS-HBA-SW-05-DR-A-08-0015, PLS-HBA-SW-06-DR-A-08-0016, PLS-HBA-SW-07-DR-A-08-0017, PLS-HBA-SW-MR-DR-A-08-0018, PLS-HBA-SW-RE-DR-A-08-0019, PLS-HBA-SW-ZZ-DR-A-08-0250, PLS-HBA-SW-ZZ-DR-A-08-0251, PLS-HBA-SW-ZZ-DR-A-08-0252, PLS-HBA-SW-ZZ-DR-A-08-0350, PLS-HBA-SW-ZZ-DR-A-08-0351, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-A-01-DR-A-08-0101, PLS-HBA-A-02-DR-A-08-0102, PLS-HBA-A-03-DR-A-08-0103, PLS-HBA-A-04-DR-A-08-0104, PLS-HBA-A-05-DR-A-08-0105, PLS-HBA-A-06-DR-A-08-0106, PLS-HBA-A-07-DR-A-08-0107, PLS-HBA-A-MR-DR-A-08-0108, PLS-HBA-A-RE-DR-A-08-0109, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-B-01-DR-A-08-0111, PLS-HBA-B-02-DR-A-08-0112, PLS-HBA-B-03-DR-A-08-0113, PLS-HBA-B-04-DR-A-08-0114, PLS-HBA-B-MR-DR-A-08-0115, PLS-HBA-B-RE-DR-A-08-0116, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-C-01-DR-A-08-0121, PLS-HBA-C-02-DR-A-08-0122, PLS-HBA-C-03-DR-A-08-0123, PLS-HBA-C-04-DR-A-08-0124, PLS-HBA-C-MR-DR-A-08-0125, PLS-HBA-C-RE-DR-A-08-0126, PLS-HBA-D-00-DR-A-08-0130, PLS-HBA-D-01-DR-A-08-0131, PLS-HBA-D-02-DR-A-08-0132, PLS-HBA-D-03-DR-A-08-0133, PLS-HBA-D-04-DR-A-08-0134, PLS-HBA-D-05-DR-A-08-0135, PLS-HBA-D-06-DR-A-08-0136, PLS-HBA-D-07-DR-A-08-0137, PLS-HBA-D-MR-DR-A-08-0138, PLS-HBA-D-RE-DR-A-08-0139, PLS-HBA-E-00-DR-A-08-0140, PLS-HBA-E-01-DR-A-08-0141, PLS-HBA-E-02-DR-A-08-0142, PLS-HBA-E-03-DR-A-08-0143, PLS-HBA-E-04-DR-A-08-0144, PLS-HBA-E-05-DR-A-08-0145, PLS-HBA-E-06-DR-A-08-0146, PLS-HBA-E-07-DR-A-08-0147, PLS-HBA-E-MR-DR-A-08-0148, PLS-HBA-E-RE-DR-A-08-0149, PLS-HBA-A-ZZ-DR-A-08-0200, PLS-HBA-A-ZZ-DR-A-08-0201, PLS-HBA-A-ZZ-DR-A-08-0202, PLS-HBA-A-ZZ-DR-A-08-0203, PLS-HBA-B-ZZ-DR-A-08-0210, PLS-HBA-B-ZZ-DR-A-08-0211, PLS-HBA-B-ZZ-DR-A-08-0212, PLS-HBA-C-ZZ-DR-A-08-0220, PLS-HBA-C-ZZ-DR-A-08-0221, PLS-HBA-C-ZZ-DR-A-08-0222, PLS-HBA-D-ZZ-DR-A-08-0230, PLS-HBA-D-ZZ-DR-A-08-0231, PLS-HBA-D-ZZ-DR-A-08-0232, PLS-HBA-E-ZZ-DR-A-08-

0240, PLS-HBA-E-ZZ-DR-A-08-0241, PLS-HBA-E-ZZ-DR-A-08-0242, PLS-HBA-E-ZZ-DR-A-08-0243, PLS-HBA-A-ZZ-DR-A-08-0400, PLS-HBA-B-ZZ-DR-A-08-0410, PLS-HBA-C-ZZ-DR-A-08-0420, PLS-HBA-C-ZZ-DR-A-08-0421, PLS-HBA-D-ZZ-DR-A-08-0430, PLS-HBA-E-ZZ-DR-A-08-0440, PLS-HBA-A-ZZ-DR-A-08-0300, PLS-HBA-B-ZZ-DR-A-08-0301, PLS-HBA-C-ZZ-DR-A-08-0302, PLS-HBA-D-ZZ-DR-A-08-0303, PLS-HBA-E-ZZ-DR-A-08-0304, PLS-HBA-A-ZZ-DR-A-08-0610, PLS-HBA-B-ZZ-DR-A-08-0611, PLS-HBA-C-ZZ-DR-A-08-0612, PLS-HBA-D-ZZ-DR-A-08-0613 and PLS-HBA-E-ZZ-DR-A-08-0614

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Supporting information

Planning Statement prepared by Deloitte Real Estate; Design and Access Statement (including Public Realm and Landscaping Strategy) prepared Hawkins/Brown Architects and Planit-IE, including a schedule of accommodation; Statement of Consultation prepared by Deloitte Real Estate; Heritage Statement prepared by Deloitte Real Estate; Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology; Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations prepared by Amenity Tree Care; Air Quality Assessment prepared by BWB; Phase 1 Geo-environmental Statement and UXO Survey prepared by LK Projects and Phase 2 Investigation Scoping note prepared by Civic Engineers; Crime Impact Statement prepared by Greater Manchester Police; Travel Plan Framework prepared by Civic Engineers; Transport Assessment, including Servicing and Waste Strategy, prepared by Civic Engineers; Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown; Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham; M&E Strategy, including Ventilation and Extraction prepared by Max Fordham; Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers; Daylight/Sunlight Assessment prepared by Greyscanlanhill; Construction Management Plan prepared by Arcadis LLP; Community Wealth Partnership prepared by General Projects; Socio-Economic Report prepared by Ekosgen; Acoustic Survey prepared by Sandy Brown; TV Reception Survey prepared by G-tech Surveys; and Wind Assessment prepared by Architectural Aerodynamics.

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020

Consultation responses stamped as received by the City Council, as Local Planning Authority, on the 20 November 2020

Response to highways comments prepared by Civic Engineers stamped as received by the City Council, as Local Planning Authority, on the 4 December 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.

4) No works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) Prior to the commencement of the development hereby approved, archaeological investigations shall be carried out in accordance with Archaeological Desk-Based Assessment and Written Scheme of Investigation for an Archaeological Investigation prepared by Salford Archaeology stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) including:

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

- i) Archaeological evaluation trenching or 'strip, map and record' excavation, and;
- ii) Pending the results of (i), targeted detailed open area excavation and recording;

2. A programme for post investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance. This should include provision for an appropriate level of academic and popular publication (monograph and Greater Manchester's Past Revealed series)

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

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

Reason: In accordance with policy EN3 of the Manchester Core Strategy and saved policy DC20 of the UDP, to record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

6) Prior to the commencement of development of a phase of development, other than enabling works comprising site investigations and remediation, a detailed construction management plan (CMP) outlining working practices for the proposed

development construction shall be submitted for approval in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plan shall include:

- Display of an emergency contact number;
- Measures to protect the Ashton Canal from spillages, dust and debris and to control the emissions of dust and dirt during construction;
- Communication strategy with residents;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Further measures shall also be included relating to the works adjacent to the Metrolink Hazard Zone. For the avoidance of doubt this shall include:

- The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- Traffic management proposals to ensure safe operation of the tram Crossing on Munday Street;
- The erection and dismantling of scaffolding;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- The erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path;
- Details of a hoarding next to the tramway;
- Details of wheel washing facilities and measures to ensure that the track crossing on Munday Street remains free from the deposition of detritus from the site and that detritus does not get carried into the rail grooves

In relation to the protection of the adjacent Ashton Canal, information should also be provided in the CMP as follows:

- A plan showing the areas of storage of plant and materials used in constructing the development and stockpiling and fuelling area for vehicles;
- Include the steps to be taken to prevent the discharge of silt-laden runoff, materials or dust or any accidental spillages entering the waterway;
- Provide details of how any existing land drains on the site would be located, sealed/remediated/blocked-up or removed to prevent contamination of the waterway;
- Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing to be

erected to safeguard the waterway infrastructure during site clearance/construction.

The development shall be carried out in accordance with the approved construction management plan for each phase for the duration of the construction works.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) Prior to the commencement of any development within 20 m of the canal for each phase, a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted for approval in writing by the Local Planning Authority. The details shall:

- demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure;
- provide existing and proposed cross sections showing the distance from the canal/locks to the proposed buildings A, B and D and include foundation details, relative levels and written distances;
- provide a crane oversail plan and crane siting location plan to show the proximity to the canal corridor/infrastructure and demonstrate there would be no loading on the canal infrastructure;
- include the design, depth and means of construction of the foundations of buildings A, B and D, together with any other proposed earthmoving and excavation works required in connection with the construction of these buildings;
- provide a detailed methodology and plans to demonstrate how the works along the canal edge would be carried out whilst protecting the canal infrastructure, such works include any lowering of the canal wall; installing railings and any works to the former foundry wall;
- details specifying how the canal will be protected during the works and include any details of proposed protective fencing to be erected to safeguard the waterway infrastructure during construction;
- the method of works setting out how canal side trees would be removed whilst safeguarding the canal infrastructure;
- include the steps to be taken to prevent the discharge of siltladen run-off, materials or dust or any accidental spillages entering the canal.

The development shall only be carried out in accordance with the agreed Risk Assessment and Method Statement.

Reason – In the interest of protecting the canal from the construction of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

8) a) Prior to the commencement of the development of a phase of development, other than enabling works comprising site investigations and remediation, details of

a Local Benefit Proposal in line with Page 12 of the Economic Impact Report, stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, 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 for each phase of development, 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).

9) A phase of the development, other than enabling works comprising site investigations and remediation, shall not commence until details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Should any excavation or piling works be required to be carried out greater than 1m deep within 1m of the Metrolink operational boundary, the piling strategy shall also include details to minimise the impact on the tram lines.

The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent Metrolink network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

10) Prior to the commencement of a phase of the development, other than enabling works comprising site investigations and remediation, detailed design for the works (including structural surveys and details of the proposed tunnel monitoring regime) which are required to take place in close proximity to the Great Ancoats Street Underpass shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented for the duration of that phase of the development.

Reason - In the interest of safeguarding the operational safety of the adjacent Metrolink line pursuant to policy DM1 of the Manchester Core Strategy (2012).

11) Prior to the commencement of a phase of the development, other than enabling works comprising site investigations and remediation, details shall be submitted for approval in writing by the City Council, as Local Planning Authority, confirming that there are no electromagnetic compatibility impacts from the proposed development. Should any electromagnetic compatibility protection measures be required as a result of the development, these details shall be agreed prior to the commencement of each phase of the development and be in place prior to each phase of the development becoming operational.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the commencement of each phase of the development, detailed design for facilitating the use of the tram crossing by motorised vehicles, cycles and pedestrians shall be submitted for approval in writing for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented for the duration of each phase of the development.

Reason - In the interest of safeguarding the operational safety of the adjacent Metrolink line pursuant to policy DM1 of the Manchester Core Strategy (2012).

13) 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 – In the interest of protecting ground water from contamination pursuant to policies EN14 and EN18 of the Manchester Core Strategy (2012).

14) Notwithstanding the details submitted within the Flood Risk Assessment and Drainage Strategy and Pollard ST Statutory Response stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020 and 20 November 2020 respectively flood risk and drainage assessment stamped as received by the City Council, as Local Planning Authority, on the 1 May 2019, (a) a phase of the development, other than enabling works comprising site investigations and remediation, shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Use of appropriate SuDS solutions demonstrated in the drainage layout;.
- 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;

- Ground investigation should be undertaken to determine if the site is affected by contamination. If the results demonstrate that infiltration is feasible, BRE365 infiltration testing should then be undertaken. If infiltration demonstrated as not feasible, evidence of alternative surface water disposal routes (as follows) is required:
 - o Where surface water is connected to the canal, any works within or adjacent to the canal that would affect it would require consent from Canal and River Trust.
 - o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required to confirm there is adequate spare capacity in the existing system taking future development requirements into account;
 - o . Discharge to the public sewer should be minimised due to the potential for canal discharge and green SuDS on site.
- 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. This should depict how the proposed exceedance features (dry basins and swales) will operate effectively. Finished floor levels for all buildings need to be a minimum of 150mm above cover levels.
- 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. Provide details of how any modelled flood volumes will be managed to ensure no flooding in any part of a building on site or on 3rd party land.
- Construction details of flow control and SuDS elements.

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

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

15) Notwithstanding the phase 1 desk top assessment and phase 2 site investigation scoping document prepared by LK Consults and Civic Engineers respectively stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, (a) before a phase of development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a Site Investigation and Risk Assessment Report

- Submission of a Remediation Strategy

One approved, the development shall then be carried out in accordance with the approved details.

(b) When 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 prior to the first occupation of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

16) If, during the development, contamination or conditions not previously identified as part of the agreed documents within conditions 15 are found to be present at the site (or in the monitored vicinity) then no further development shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by part (b) of condition 15.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

17) Prior to the commencement of each phase of development, other than enabling works comprising site investigations and remediation, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a preparation of a sample panel(s)) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of each phase of the development.

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

18) Prior to the commencement of works to the canal side wall, detailed plans and sections showing the extent of works including the lowering/reduction in height of the canal wall shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, this shall include the extent of wall removal and coping/finish of the retained wall, the design of the metal railings to be installed and the method for affixing the railings to the retained lowered canal wall together with the details of the siting, type and design of any public rescue equipment and warning signage to be installed along the canal edge.

The works of the canal wall shall be carried out in accordance with the approved scheme and thereafter retained and maintained.

Reason – In the interest of appropriate work being carried out to the canal infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

19) Prior to commencement of building E, the final position of the building, including coordinates indicating the horizontal and vertical position of the ground level of Building E, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented as part of the development.

Reason - To safeguard implementation of potential future Metrolink infrastructure alterations, including to track and platform, at New Islington Stop pursuant to policy SP1 and T1 of the Manchester Core Strategy (2012).

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

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of constriction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

21) (a) Notwithstanding drawings PLS-PLA-ZZ-00-DR-L-0001, PLS-PLA-ZZ-00-DR-L-1000, PLS-PLA-ZZ-00-DR-L-2000, PLS-PLA-ZZ-00-DR-L-4000 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, prior to the first occupation of each phase of the development, details of hard and soft landscaping treatments (including works to the tram lines/stop, canal, Foundry wall, tree planting, street tree planting, boundary treatments, seating, planters and other items of street furniture and appropriate samples of materials of hard landscaping etc) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each phase of the development and thereafter retained and maintained.

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 amenity of the area and tram infrastructure, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

22) Prior to the first occupation of each phase of the development hereby approved, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in operation.

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

23) Prior to the first operation of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

24) The development hereby approved shall be carried out in accordance with the Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. A post construction review certificate/statement shall be

submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority, for each phase of the development.

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

25) (a) Prior to the first operation of each phase of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted 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 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

26) Prior to the first use of each phase of the development, a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first use of the development.

Reason: To secure a reduction in noise from Metrolink in order to protect future occupants from noise nuisance, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) The office development hereby approved shall be carried out in accordance with site Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

28) Prior to the first operation of the commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial elements within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

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

29) Prior to the first operation of each of the commercial units, as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

30) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first operation of the each phase of the development hereby approved. The approved scheme shall be implemented in full prior to the first operation of each phase of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development and impact on the Ashton Canal in order to comply with the requirements of policies SP1, EN15 and DM1 of the Core Strategy.

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

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

32) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. 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.

33) The development shall be carried out in accordance with the interim travel plan stamped as received by the City Council, as Local Planning Authority, on the 5 October 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 working at the development;
- ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of a building (s) within each phase of development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for occupants, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

34) The development hereby approved shall provide 557 cycle spaces. Prior to the occupation of each phase of the development, details of the location and number of cycle spaces for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented for that phase and retained and maintained in situ for as long as the development remains in operation.

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

35) Prior to the first occupation of each phase of the development hereby approved, the demarcation of 5 disabled parking bays (including one adapted for car club) shall be carried out in accordance with PLS-HBA-SW-ZZ-DR-A-08-0003 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. The spaces shall be laid out, demarcated and made available. The disabled car parking layout shall be retained and maintained for as long as the development remains in operation.

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

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

For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees and pedestrian and cycling improvements. These footway improvements shall include details of materials, including other high-quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;
- Creation of servicing and disabled bays (including car club bay) to Great Ancoats Street and Pollard Street;
- Amendments to traffic regulations order along Pollard Street; and
- Narrowing of Pollard Street including relocation of bus stop.

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

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

37) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, within one month of the practical completion of the and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before 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 provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

38) Prior to the first operation of the development hereby approved a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

39) The development above ground floor hereby approved, can be occupied as offices/workspaces (Use Class E) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason – In the interest of retaining the provision of office/employment space within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

40) The commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 can be occupied as Class E (excluding convenience retail) and theatre/bars (Sui Generis) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first operation of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

41) In the event that any of the commercial units, as indicated on drawing PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 are occupied as restaurant/café or drinking establishment, prior to their first operation the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

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

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

42) The commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

43) When each phase of the development is first occupied (with the exception of Building B), deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
No servicing on Sundays

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

44) Prior to the first operation of Building B, a servicing management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the servicing hours for this building and any other specific access arrangements which affect the servicing of this building. The approved servicing management plan shall be implemented from the first operation of this building and thereafter retained.

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

45) The opening hours for each of the commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 is as follows:

Sunday to Thursday 08:00 to 23:30
Friday and Saturday 08:00 to 00:30

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

Reason - In interests of 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.

46) The roof terraces as shown on drawings PLS-HBA-D-MR-DR-A-08-0138 (Building D) and PLS-HBA-E-MR-DR-A-08-0148 (Building E) stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:00
No use of the roof terrace on Sundays

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

47) The multi use games roof terrace for Building A, as shown on drawing PLS-HBA-A-MR-DR-A-08-0108 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 shall not be open outside the following hours:-

Monday to Saturday, 09:00 to 21:00,
Sunday, 10:00 to 20:00.

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

48) Prior to the first use of each of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises with the exception of the hanger units to Building C . The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

49) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

50) Prior to the first operation of each of the ground floor commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of how the commercial units will be acoustically insulated and treated to limit the break out of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment. For the avoidance of doubt, where entertainment noise is proposed the Laeq (entertainment noise) shall be controlled to 10 db below the La90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

51) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 3, or set out in the Signage Strategy approved under Condition 38, 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.

52) Prior to the first operation of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local

Planning Authority, on the 5 October 2020, the details of any outside seating areas shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the area to be used, details of any barriers, seating and other structures together with a management strategy for removing any seating after use. The approved details shall be implemented as part of the use.

The use of any external seating areas shall cease at 21:00 daily and there shall be no use of amplified sound or any music at any time within this area at any time.

Reason – In the interest of residential and visual amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

53) Notwithstanding section 10 of the design and access statement, prior to the installation of the meanwhile use, details of the siting, scale, appearance, duration of time for the installation to be located at the site, hours of operation and timescale for implementation of the final landscaping strategy for the site shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available in line with the approved details. Any approved structures shall be removed within one month of the agreed use ceasing at the site.

Reason – In the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

54) (a) Three months prior to the first operation of each phase of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s) and other measures in line with the community wealth strategy stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, 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) measures to support voluntary hours, mentoring and internships
- iii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iv) 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 operation of each phase 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).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
- The applicant/developer is advised to contact the Infrastructure Services Team on 01782 779909 or email Enquiries.TPWNorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and that the works co River Trust
- The applicant/developer is advised to contact the Canal & River Trust Utilities Team at the Wigan Office on 01942 405766 to discuss the acceptability of discharging surface water from the site to the adjacent canal in order to ensure that any necessary consents are obtained. Please be advised that the Trust is not a land drainage authority, and such discharges are not granted as of right- where they are granted, they will usually be subject to completion of a commercial agreement.
- The application site includes land within the ownership of the Canal & River Trust. Any future use of land in the Trusts ownership will require the prior consent of the Canal & River Trust and our separate agreement. The applicant is advised to contact the Trusts Estate Management Team on 0303 040 4040 or email Matthew.Hart@canalrivertrust.org.uk directly to discuss this matter.

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: 128191/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:

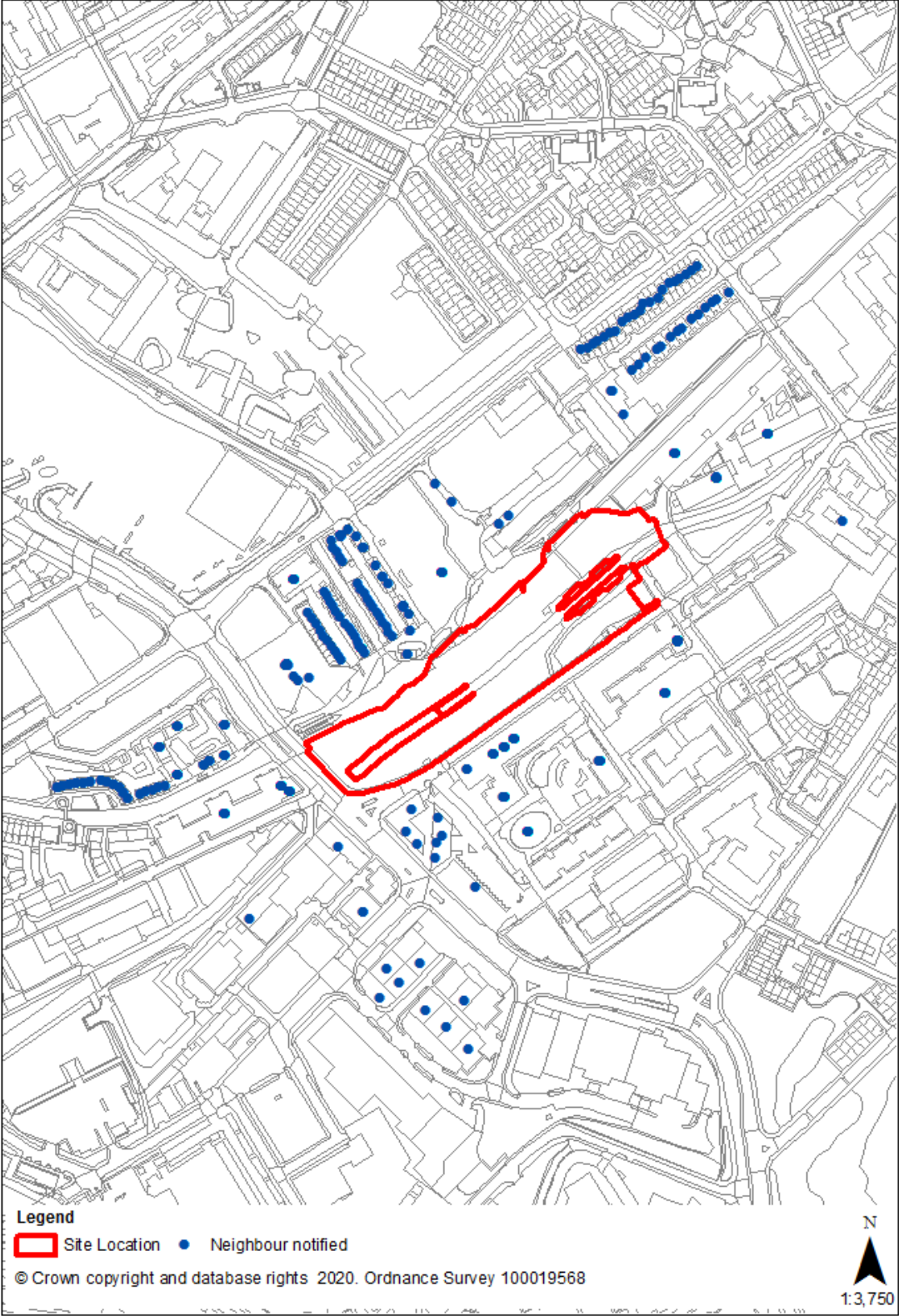
**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Strategic Development Team**

**MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Metrolink
High Speed Two (HS2) Limited**

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 :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
122280/FO/2019	26th Feb 2019	17th Dec 2020	Deansgate Ward

Proposal Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 8 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 345 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building

Location Land Bounded By Great Ducie Street And Mirabel Street, Manchester, M3 1PJ

Applicant Maryland Securities Limited, C/o Agent,

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

EXECUTIVE SUMMARY

The proposal is for two residential buildings, one 10 storeys and one part 10, part 14 storeys which would have ground floor commercial units, plus roof terrace/garden, following demolition of an existing building. There would be 7 car parking spaces; and 132 cycle parking spaces.

22 objections have been received.

Key Issues

The height, scale, massing and design of the proposal and its visual impact in the streetscene: This would be a quality development that would make a positive contribution to the streetscene.

The impact on the setting of heritage assets: No adverse impacts have been identified to any heritage assets, but there would be public benefits of the scheme. The provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 have been addressed.

Public benefits: The proposal would generate jobs during construction and in the ongoing management of the building and permanent employment in the commercial units. A local labour agreement would be included. Residents would help to increase spending within the City Centre and the commercial units would pay Business Rates

to the City Council. The existing site is in a poor state and the proposal would aid regeneration. The design, scale, massing and materiality would respond positively and integrate successfully into the surrounding environment. The development would create a safe and accessible environment with clearly defined areas and active public frontages. The proposal would make a positive contribution to the wider townscape. The proposal represents sustainable development and would deliver significant social, economic and environmental benefits.

Residential amenity: The effects on residents in terms of loss of privacy and overshadowing/loss of light have been considered given the dense nature of the City Centre. There would be some impact on nearby residents, but it would not be so harmful so as to warrant refusal.

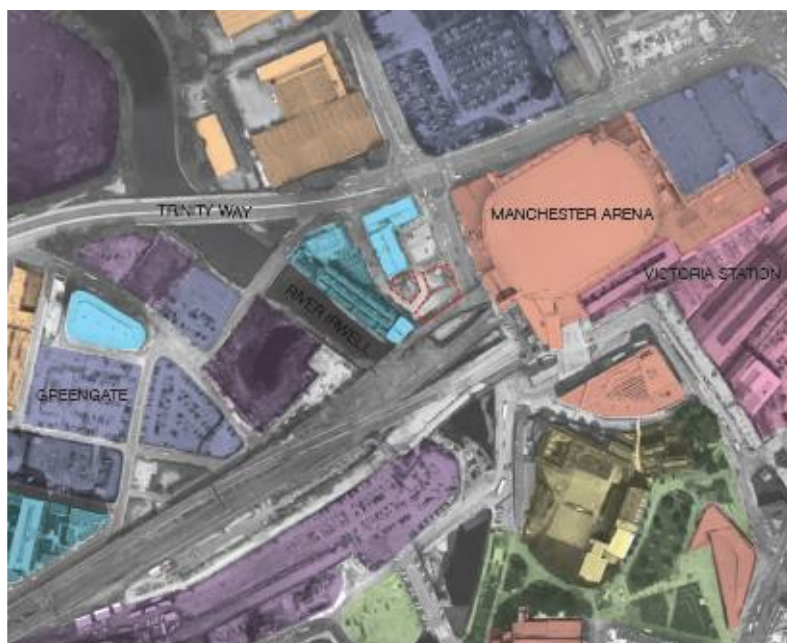
Wind: A wind assessment has shown that the proposal would not have an adverse impact on wind effects in the local area.

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

The site is approximately 0.12 ha and bounded by Great Ducie Street, a Grade II listed disused railway viaduct, Mirabel Street and a wholesale retail outlet and the Beaumont Building (apartments). Further north is Trinity Way which is part of the inner ring-road. Manchester College is being constructed beyond the ring road. The surrounding area also includes Manchester Arena, car parking, retail warehouses and the River Irwell. The opposite side of the River in Salford is being redeveloped.



The site is bisected by Breslyn Street which creates two distinct development areas. The site is occupied by Mirabel House which is vacant but was formerly used as offices and a 38 space car park.

There are no trees or vegetation on the site, it is not in a conservation area and contains no listed buildings. The Cathedral Conservation area is 50m to the south west of the site. The following listed buildings are nearby: the sorting Office (Grade II) on the opposite side of Mirabel Street, the North Bridge Viaduct (Grade II), the Middle Bridge viaduct (Grade II) and the Stephenson Bridge viaduct (Grade II). Further away, to the south/south-east are Victoria Station (Grade II), Chetham's School of Music (Grade I and Grade II) and Manchester Cathedral (Grade I). The site is predominantly located in Flood Zone 2.

Planning permission is sought for two buildings. A part 10, part 14 storey building on Great Ducie Street containing 84 apartments (31 x 1-bed 2 person, 26 x 2-bed 3 person, 18 x 2-bed 4 person and 9 x 3-bed 5 person apartments). There would be 345 sq. m of ground floor commercial space for A1, A2 and A3 (Building 1). There would be a 10 storey building fronting Mirabel Street with 45 apartments (9 x 1-bed studios, 27 x 2-bed 3 person and 9 x 2-bed 4 person), with 7 car parking spaces at ground level (Building 2). There would be a roof terrace amenity space on part of the 10th floor level of Building 1, cycle parking for 132 cycles, access, servicing and associated works following demolition of the existing building.



Massing Study / Aerial Perspective From The North



Massing Study / Aerial Perspective from The North West

The taller part of Building 1 would be located at the southern end of the site, adjacent to the viaduct. The building would be lower facing the Arena. The commercial space would be split into separate units of 73.5 sq. m and 71.5 sq. m. Building 2 would occupy the part of the site currently housing Mirabel House and would be 10 storeys which would match the height of the adjacent Beaumont Building.

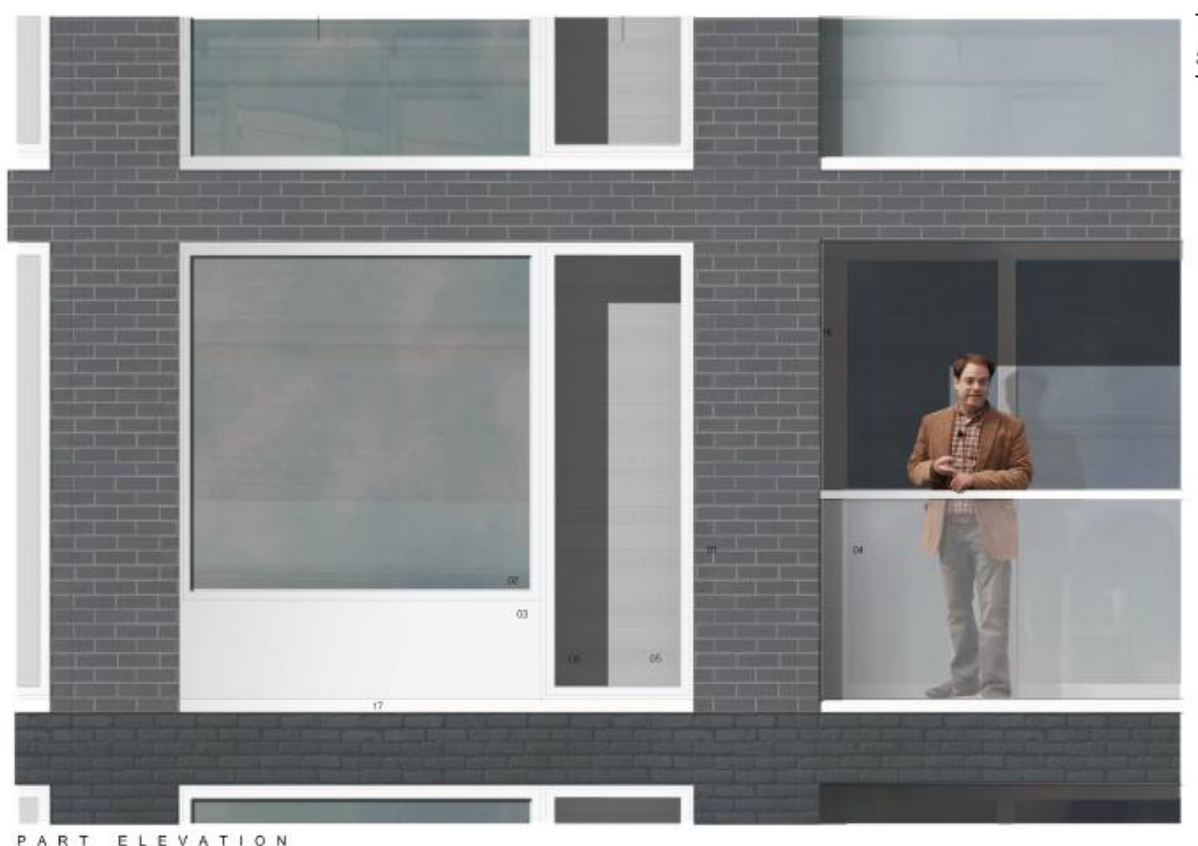


Building 1's residential entrance would be centrally located between the retail units. The retail units would provide an active frontage to Great Ducie Street and the larger unit would also have a glazed frontage onto Breslyn Street. Deliveries to these units would be made using the existing servicing bay on Great Ducie Street. At level 10 of Building 1, a shared roof terrace would be accessed from the communal corridor to provide residents with a shared roof garden. Security of this amenity space would be provided by a single point of access via the building core. The entrance to Building 2 would be on Mirabel Street and would be located adjacent to the Beaumont Building.

Building 1 would contain 84 cycle spaces and the cycle store would be accessed via a secure route alongside the viaduct. The 48 cycle parking spaces in Building 2 would be accessed off Breslyn Street and 7 car parking spaces would be accessed off Mirabel Street via a new priority-controlled access. The cycle stores could be accessed from the residential lobbies.

The apartments in Building 1 would be arranged around a single corridor that connects to the circulation core. There would be nine apartments per floor. The adjacent railway viaduct would restrict natural daylight to two elevations so duplex apartments are proposed on levels 01 and 02 to mitigate this. The remaining levels would rise above the viaduct so would be unaffected. The Mirabel Street building would have a centrally located lift and stair core, with five apartments on each level. All dwellings would be fully compliant with Space Standards.

The new buildings would consist primarily of a combination of smooth and textured dark blue brick and aluminium cladding panels. Brick piers would separate the anodised aluminium framed windows and some apartments would have clear glazed balconies. Building 1 would have a visible break at the bend in Breslyn Street where a deep slot would be created in the facade. This would visually separate the tower section from the lower portion. of the building. Backlit, perforated metal panels at ground level along Breslyn and Mirabel Street would lighten this area and create a more activated frontage.

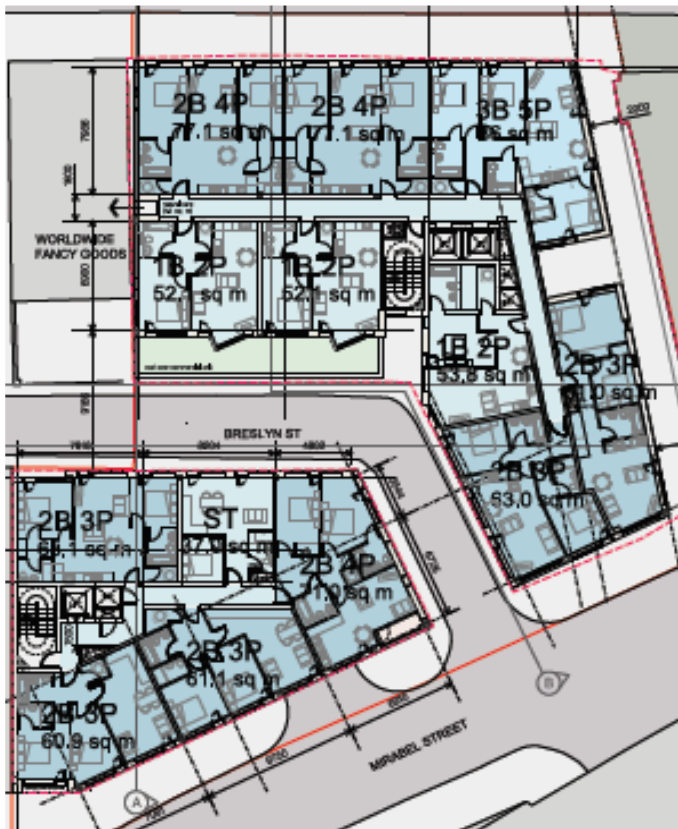


It would not be possible to plant street trees on Great Ducie Street or Breslyn Street due to constraints above and below ground, but it may be feasible on Mirabel Street, with the addition of one tree in the pavement in front of the site.

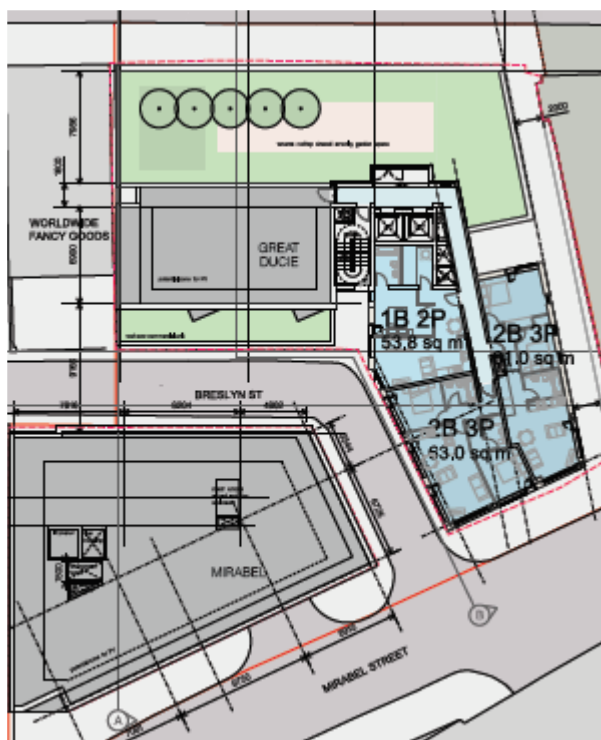
Bin stores would be located on the ground floor adjacent to the central core. All residents would have access to the store through a door in the lobby. All apartment kitchens would have general and recycled waste bins. Each resident would be responsible for collecting their own waste and taking it to the ground floor refuse store. The refuse collection vehicle would access from Mirabel Street. The

commercial units would have a bin store located on the ground floor in Building 1 accessed from Breslyn Street.

A gated alleyway would be provided between Building 1 and the adjacent railway viaduct to allow Network Rail to maintain the viaduct. The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design and would be accessible throughout. 18 apartments (13.9%) would be fully accessible and adaptable.



Typical upper floor plan



10th floor plan showing location of roof terrace



OGI image from Victoria Street of proposed scheme

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. 21 representations were received, as well as an additional representation in response to new information that was submitted after the initial consultation period. The main issues raised are summarised below:

Design and Heritage

- The proposed layout and density is all wrong in such a small space.
- The towers will completely dwarf surrounding buildings.
- The existing buildings on Mirabel Street are historic, listed buildings made of traditional red brick and they were restored to keep their historic look and feel. This development is for high rise, grey brick buildings that are not in keeping with the immediate buildings in the vicinity. The applicant makes reference to the development being in keeping with other new builds in the area (such as Greengate), which in reality are not even visible from street level surrounding the proposed site. The present design is inappropriate.
- The layout of the proposed development will back onto Mirabel Street as the front of the development would be on Great Ducie Street. Mirabel Street will become the back of the building which will just be used for services (refuse collection) and deliveries for the commercial units. The likelihood is that it will result in bin and waste being stored on Mirabel Street, e.g. on bin collection day, which would also create safety and crime risks.
- This proposal is overly dense and does not create a sustainable development and neighbourhood.
- The development has close proximity to the grade 2 listed bridges and there must be consideration given to the risks associated to building near these.
- The Sorting Office on Mirabel Street is a Grade II listed building and this has not been considered sufficiently. It is a beautiful red brick two to three storey building with original windows. The side of the building that borders Mirabel Street will be the most impacted. The proposed plans do not compliment it at all.
- The development will stick out like a sore thumb. It will be an eyesore and is not in keeping at all with the other buildings, in height, style or materials. Tempus is tall but that is at the end of the street, out of the way, away from The Sorting Office façade and even Tempus is in red brick.
- The development is next to the Stephenson Bridge (grade II listed). The size, appearance and density does not blend into the current environment and it could diminish its character. The Beaumont Building is opposite the Sorting Office (grade II listed) with its eight storeys and similar façade aspect. The proposed buildings do not conserve the same façade aspect pattern and similar height or size proportions.
- The documents fail to address the impact on the buildings between the proposed site and the river (Sorting Office and Bay Building).

Roof terrace

- The shared roof terrace on the 10 storey block is a concern. This could result in residents congregating and directly overlooking existing residences. This will also create additional noise as residents gather outside, especially in the evening.

Commercial noise

- Manchester Arena would be a huge problem due to noise and the close proximity. I can hear and feel vibrations from the Arena at my flat and that would be massively increased for those flats next to the arena.
- The flats that would face the arena would be woken each night by the bands packing up and leaving after midnight from the entrance that is directly across the road. This can be noisy and last until 2am with large trucks loading equipment into them. If the new residents put in noise complaints and somebody decides to revoke the Manchester Arena licence for late night gigs / movement in and out of the building for vehicles after midnight, this will have a huge impact on the Manchester as a whole. We need to protect the arena as a vital tourist attraction (which has knock effects for local bars / restaurants in the area) and not create a situation where flats and residents are too close to it.

Environmental Noise

- The Noise Assessment Report states that the main railway approach to Victoria Station runs approx. 50m to the south on a raised viaduct. However, the nearest track to the proposed development is the line serving Platform 6 of Victoria Station which is approximately 25 to 30m from the proposed site. The noise report says that the separation distance between the railway and the proposed development was assessed and it was deemed that vibration levels from the railway will not be a significant issue at this location so a vibration assessment would be seen as unnecessary. Given that the only mentioned railway distances in the report are 50m and 55m, it is not clear whether the determination that a vibration assessment is unnecessary takes into account the nearest track at 25m to 30m. The Noise Assessment Report is therefore incomplete and a decision should not be made on the basis of incomplete information.

Noise and disturbance from the development

- Concerns about the possible use of the commercial units. Whilst it would be beneficial for the area to have more leisure facilities, our experience on Mirabel Street is not positive, for instance Dominos Pizza. Evenings and weekends we have issues with anti-social behaviour and particularly noise disturbance as people congregate outside (especially when there are events at the arena). Also, if the commercial unit was allowed to be a late night bar this would also cause issues for local residents.
- Building 2 would have its entrance on the border of the Beaumont Building - this will create noise with people coming in and out, particularly for people near the entrance. The entrance should be somewhere else, e.g. on Breslyn street so to be as far away as possible from existing buildings.
- The waste bins area for the 14 storey building will be too close to the main residential entry of the Bay Building/Sorting Office, which will affect negatively in terms of odours, noise and appearance. The waste collection operation will cause further noise and odours coming up in the air due its proximity to our balcony.
- The noise of deliveries to the two commercial units will impact upon the enjoyment of our apartments.

- The commercial units delivery doors will also be used for staff to smoke. This will create noise and smoke pollution.
- The development will put artificial light into adjacent buildings in the evenings, through apartment lighting, roof garden lighting, external building lighting, and commercial units lighting. There have already been problems with lighting from the existing car park on the site and some Network Rail lighting.

Security

- Mirabel Street already suffers from it being dark and slightly dangerous. Buildings overshadowing this could cause it to be a significant crime spot, especially with the bridge at the bottom end.
- The plans are comprehensive in terms of securing the planned development but there appears to be nothing in place to improve security for Mirabel Street and the wider residents.
- The crime impact statement only focuses on recommendations on improving the streetscape of Great Ducie Street. Feasible improvements to the underside of the railway viaducts would be most appreciated as these can be intimidating spaces.
- Mirabel Street residents will have to walk along the back of the new building making pedestrians more vulnerable to crime.
- The development is going to create doorways, alleyways etc that people can loiter in and not be seen by passers by walking along Mirabel Street. This could increase the likelihood of us being targeted for street robberies etc.
- The proposed buildings might create in Breslyn Street hidden spots with low visibility due its topology.
- Given the adjacent proximity of the balconies on this new building there is the potential for reduced security and unlawful access from the new building to Beaumont balconies, and vice versa. There is nothing in the design to account for the security of balconies on both sides.
- Breslyn Street should have more street lighting as it will have a higher footfall and the plans do not seem to take into account that the buildings will further darken the street at night.

Construction period concerns

- The road infrastructure around the area will not allow for a building site to be accommodated. It would create more road restrictions for residents, lack of access to businesses and gridlocked roads.
- There would be noise, dust, fumes, air pollution etc, meaning windows would not be able to be opened.
- During the construction, large lorries or delivery vehicles would not fit down Mirabel Street.
- Temporary road closures and the closing of Mirabel Street access at one end as Network Rail recently did would be a nightmare and would go on for longer.
- Where would the contractors base be and where would they store their vehicles?
- Movement of workers and vehicles will increase noise and at any given time we will be able to hear at least one vehicle's reversing alarm.

Loss of daylight/sunlight and overshadowing

- The proposed development is going to be extremely close to the existing buildings (e.g. across the road from the Sorting Office (separated by a 4m wide road), attached to the Beaumont Building (on Mirabel Street). Building such a large high rise, up to 14 storeys, is going to result in all of these properties losing daylight, sunlight and they will be overshadowed.
- Building towers of ten and fourteen storeys will completely block out natural light from the apartments at the front of the Bay Building, the front of the Sorting Office and the back of the Beaumont Building. It will also put the Ducie Street side of the Beaumont Building into shade as this is south facing.
- The East Elevation drawings are misleading in that they appear to show the Beaumont Building (along Great Ducie Street) casting a shadow onto Breslyn Street. This is incorrect. The Beaumont Building lies to the north of the proposed development with the railway viaduct to the south. As such, it would be the proposed development casting a shadow onto the Beaumont Building. It is not clear whether this drawing was done purposefully to give a misleading impression or if this was a simple mistake.
- Concerns about the restriction of daylight for residents in the Beaumont Building that look out onto Great Ducie Street. Morning sun comes from the east meaning they will be left with limited daylight and lack of morning sunlight in their apartments. The Beaumont Building will be a darker place.
- The elevation of the building adjacent to Mirabel Street is excessive and risks overshadowing the Beaumont Building. Certain balconies in the building only receive direct sunlight from a specific angle and the proposed larger elevation on Mirabel Street will now totally obstruct this.
- The Bay Building on Mirabel Street will have no light at all due to the development as they have none from the side already due to the train bridge.
- The Bay Building apartments on the second and third floors have floor to ceiling windows and a balcony opposite the proposed building site. Given the narrow distance between and the height of the proposed building, the development will block the vast majority of daylight that we are currently receiving.
- Concerns from Sorting Office residents due to the fact they already have very minimal access to natural light.

Overlooking and loss of privacy

- Due to the height of the proposal, residents in the Beaumont Building, Bay Building and Sorting Office will be directly overlooked, resulting in a loss of privacy.
- The shared roof terrace is a concern. This could result in the residents congregating and directly overlooking existing residences. This has not been considered properly.

Drainage

- Draining in the area is at breaking point as it has flooded before. Another set of flats will have a negative impact on the infrastructure of this as the drainage already cannot cope.

- The drains on both Mirabel Street and Breslyn Street occasionally get blocked and cause a flood across the street in heavy rain. The proposed development could add to the blockage of them. They should be upgraded.

State of the area

- Rubbish in the area is a major problem. There are no bins and a lack of cleaning. More people in the area will cause an increase in this and a bigger environmental problem.
- Section 106 money should be used to give back to the community for the inconvenience we will have to put up with while this is being built. The Mirabel Street bridge could do with a paint and a green area with a border could be put on the island in front of Dominos to stop people parking on it and blocking the lowered kerb for pushchair/wheel chair access.

The need for more flats

- Is there a need for more flats in Manchester city centre? There are lots of apartments in the area already and more being built across the River at Greengate. This is just pure saturation and further development is not needed in the area. Fitting so many flats in such a small space is insanity.

Extent of development site

- The proposed development makes no use of the Worldwide Fancy Goods building which is extremely dated and in need of renovation. The proposed development will leave this isolated and highly unlikely to be renovated in the future given the plot is extremely small, so will become a blight on the area.

Consultation

- No Statement of Community Involvement was included and seemingly no community consultation was undertaken. The impact on residents at the Sorting Office and Bay Building apartment blocks has been glossed over in the Design and Access Statement. There was no labelling and outlining of the Sorting Office and Bay Building in the proposed location plan.

Greenery

- The Council should push developers to include some public green space in their plans. Developers seem to be getting away with doing whatever they want in this city especially if they include a roof garden.

Maintenance

- The proposed building adjacent to the Beaumont Building does not allow access to the external wall of that elevation of the Beaumont apartment block. Should there ever be any repair work required e.g. to pointing etc, the new building would totally obstruct this due to the close proximity.

Highways considerations

- There is great concern and objection over the increased traffic down Mirabel Street given the number of proposed apartments and the amount of on-site car parking. The street is already busy with two way traffic and street parking/drop offs and the Dominos drivers. This is only going to get worse with the limited residential parking the development has to offer.
- The proposed development will severely increase congestion on Mirabel Street and Breslyn Street; both of which suffer from congestion with the current residential units particularly with any activity at the MEN arena. The car park under the Sorting Office / Tempus Tower development is not sufficient for the current residents with constant adverts for people looking for spaces to rent, meaning residents make use of the pay & display car park on Breslyn Street. Mirabel Street becomes extremely difficult to navigate when the arena is active due to parking on the street.
- The proposed development will not only remove 30 car parking spaces used by existing residents but will also add between 200-300 additional residents to the area - the majority of which will have at least one car in their household, despite stereotypes. Only a small proportion of residents work in the city centre (i.e. can walk to work) and those that do still need a car to visit clients outside of the city centre.
- Breslyn Street is not big enough to cope with the increase in traffic. It is single lane and the development will create a dangerous blind corner.
- By putting in commercial units, the delivery can only take place on Mirabel Street or Breslyn street, again causing an increase in traffic which those roads cannot cope with. Also there will be noise from vehicles which will cause a problem at night.
- Dominos Pizza was revoked a late licence due to the increase in traffic that it would cause. The area is not in a position to take more flats or people.
- Getting rid of the car parking will increase an already congested area, both during the day (for workers in the area) and also at night when concerts are on at the arena
- Once construction is complete, Mirabel Street simply cannot cope with any increase in traffic. Cars already park on the road, blocking pavements for pedestrians. This has been getting progressively worse as the surrounding car parks begin to close (and more planned to close) as other developments are going ahead.
- If the emergency services need to access the street, they would have difficulty and may not even be able to get down the road. Adding more residential developments and with insufficient parking is going to make this worse.
- The planning documents and data provided on traffic is actually misleading to this proposal. The applicants' "forecasted trip plan" in particular is not taking full consideration of all the traffic associated with the development. They only account for residents coming and going in the morning and evening (leading them to suggest the traffic impact is minimal). They have not taken into account the traffic increase by the commercial units (customers and deliveries), the increase in trips by visitors to the residents and the taxis that will be coming to and from the building to pick up / drop off residents. The planning documents suggest Mirabel St and Breslyn St are "lightly trafficked", I would disagree with this. They are narrow residential roads that

are regularly very difficult to pass because of residents parking, taxis for residents in the existing builds - this development would increase this even further.

- There are only 8 parking spaces planned in the development. The applicant claims this will not be an issue as residents will use alternative modes of transport (such as foot, public transport, car sharing and car clubs). They have no data to support that residents who move into the development will use alternative transport, so this is just speculation. Based on current residents in the existing developments, I have seen no evidence of car clubs being utilised (the nearest one in St Marys Parsonage is a 10-15 minute walk, so in reality is not suitable). What is regularly used are residents' own cars, visitors cars and private hire taxis. So an increase residents is more likely to result in more cars and taxis.
- The state of Mirabel Street (road quality) is very poor - lots of pot holes, old cobbles showing through the tarmac etc. Construction works will significantly increase road usage and make the road quality worse.
- Breslyn Street is only 1 lane wide and is a 2-way carriageway. Currently if you meet another car on this street you have to mount the kerb to get past each other. This road is not sustainable for the increase in traffic that will happen during and after construction.
- Delivery vehicles for the commercial units will also likely use Mirabel Street for deliveries. We already have issues with Dominos Pizza deliveries blocking the road, so this development will increase that activity.
- The plans appear to show that the waste bins (residential and commercial) will be stored within the development, however the bin collection areas will be on Mirabel Street. The timing of the waste collections mean that bins are often left out for long periods, e.g. from Friday morning through to Monday morning. Residents will end up having long stretches of Mirabel Street with bins blocking the pavement. This also causes anti-social behaviour, such as people urinating (or worse) around it and dumping their rubbish around it too.
- Traffic congestion during the day means supply lorries comes in the middle of the night significantly affecting the living conditions of the residents. The junction of Breslyn Street onto Great Ducie Street is not appropriate for any major traffic flow. The crossroads are extremely busy and already subject to dangerous manoeuvres. To add another flow of traffic onto this junction would be irresponsible.
- The entrance to the car park is proposed onto Breslyn Street which is dangerous given the single lane access.
- The situation is not currently sustainable. At full capacity there could be as many as 392 more residents on the street. It is dangerous already and this will be wholly unsustainable and detrimental to the area.
- It would not be welcomed if the development closed access to Mirabel Street, as Network Rail recently did. This would cause a continued impact upon the independent businesses which are located in the arches at the end of Mirabel Street.
- Do not agree with the statement within the developer's traffic report which states that the development will cause an extra 21 journeys in the morning and evening compared to the existing car park traffic. Many people will travel via taxis, or be collected by friends/colleagues in their cars, and then there will

be increased deliveries to the apartments. There will also be traffic associated with the two commercial units.

- If the developers genuinely think that people who would move in wouldn't have cars then they are deluded.
- We already have issues with residents parking on New Bridge Street from 6pm which blocks the road at times and visibility of access to and from Trinity Way. Cars also often park in front of or opposite our doors and garage doors so that our access is prohibited.
- A lack of parking will result in increased noise from the blowing of horns and pollution from idling engines that will be left running while people sit in the middle of the road waiting for a space to pull in.
- On New Bridge Street up to the River Irwell, MCC Traffic Wardens won't enforce parking as they think it is belong to Salford Council and vice versa.

Statutory consultations

Highway Services

The traffic impacts on the surrounding highway are expected to be minimal and would be accommodated within the existing highway network. The applicant should liaise with nearby car park operators regarding leasing spaces for residents as required. The on-site provision includes 3 bays for disabled people. The applicant should introduce at least 1 fast charging electric vehicle point. New TROs should be funded by the applicant and delivered as part of a S278 agreement. Prior to occupation the applicant should develop a Full Travel Plan to encourage sustainable modes of travel. No doors would open outward over the adopted highway. The loading bay on Great Ducie Street is acceptable for servicing. A Construction Management Plan should be provided prior to any construction works beginning.

Environmental Health

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

Neighbourhood Team Leader (Arboriculture)

No representations received

MCC Flood Risk Management

The site is in Flood Zone 2 and the Environment Agency should provide comment on the proposed finished floor levels and access and egress from the site. The finished floor level should be set 600mm above the 1% AEP plus 35% climate change increase risk level or above the 1% AEP plus 70% climate change increase risk level whichever is the greatest. Adequate ingress and egress routes need to be proposed. Providing these issues are settled with the Environment Agency, 2 conditions are recommended relating to the submission of a surface water drainage

scheme and its maintenance that is in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

City Centre Regeneration

No representations received.

Sustainable Travel

This is a highly sustainable site. The cycle spaces should be retained for the lifetime of the development; this should be included in the travel plan or secured by condition. The travel plan should be clear that the targets and actions will need to be agreed by (not just 'set through consultation with') MCC. They need to sharpen up the targets, actions, monitoring and review.

Greater Manchester Police

Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

United Utilities Water PLC

The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Conditions are suggested to deal with this, as well as the management and maintenance of the drainage system.

Environment Agency

No objection, but previous uses present a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposal is located on a principal aquifer and approximately 35m to the River Irwell. The Phase 1 Desk Top Study demonstrates that it will be possible to manage this risk. Further detailed information will be required before built development is undertaken and conditions are recommended.

Transport For Greater Manchester

No objections

Greater Manchester Archaeological Advisory Service

An archaeological desk based assessment concludes that the archaeological interest is probably of at least local significance, especially the mid-19th century single depth housing that fronted Breslyn Street. The proposal would have a major impact upon the survival and significance of any archaeological remains. The DBA recommends a scheme of targeted evaluation trenching to assess if any remains relating to the mid-19th century housing survive. Should remains survive there may be a need for a

'strip, map and record' or 'open area' excavation. GMAAS accepts the DBA's recommendations and a condition is recommended.

Greater Manchester Ecology Unit

An Ecology Survey Report found the site to have negligible ecological interest, being largely hard standing and a building. They consider that there are known bat roosts very close by but as no evidence of roosting bats was found on the building, agree with the assessment that the building itself has negligible potential to support bats. Overall therefore there should be no ecological issues associated with the proposal. Would expect the scheme to include measures to enhance biodiversity, in line with the requirements of the NPPF and recommend a condition.

Network Rail

Network Rail is the freehold owner of the viaduct and bridges directly to the south of the site.

The sunlight report has not considered any commercial premises which is a concern as the arches on Mirabel Street are let to tenants and the proposal would potentially affect the amount of daylight reaching Mirabel Street at certain times of the day. During and after construction access should be available for Network Rail to survey and maintain the viaduct. The viaduct does not facilitate the operational railway but the arches are let to tenants. Consideration needs to be given to how the construction and demolition will affect the running of the tenants business and what measures will need to be put in place to stop their businesses being adversely affected.

Network Rail requests that the developer ensures there is a minimum 3m* gap between the proposal and the Network Rail viaduct to allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership. Also for the following reasons:-

- To ensure that the applicant does not construct their proposal so that any foundations impacts on Network Rail structures.
- To provide maintenance access to the viaduct structure
- There are no Party Wall issues for which the applicant would be liable for all costs.
- Due to potential effects of increased windage and gusting caused by the erection of such a tall building, this shall be calculated against all elements of Network Rail infrastructure i.e. OLE gantries, parapets/refuges and ancillary structures.

Soakaways as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land and cause flooding, water and soil run off onto lineside safety critical equipment or de-stabilisation of land through water saturation. Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul

drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Details of Vibro-compaction machinery / piling machinery or piling and ground treatment works to be submitted to the Network Rail Asset Protection Engineer. Network Rail will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling. The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and hence the need for Network Rail to review the piling details / method statement. Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

Foundation type and installation method to be agreed with Network Rail. Any adverse effects on the existing foundations of the adjacent viaduct shall not be accepted. An appropriate monitoring regime is to be adopted throughout all execution stages. All excavations /earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that viaduct structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Asset Protection Engineer and the works shall only be carried out in accordance with the approved details.

Prior to commencement Network Rail will need to be in receipt of a signed Basic Asset Protection Agreement (BAPA) in place. This is to cover costs of reviews of Risk Assessment and Method Statement (RAMS) and any associated on-site supervision by Network Rail. RAMS to be accepted by Network Rail prior to commencement of works on site. Construction phase clearances and working practices are to be agreed with Network Rail.

The requirements of CPA Tower Crane guidance will apply due to the railway being within the collapse radius of the tower crane. As part of the process a Network Rail Project Engineer will review the temporary works certificate and associated calculations. If there is a requirement for a tower crane to oversail Network Rail land discussions will be required to assess the feasibility of an oversailing agreement. Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail - CPA Guidance will also apply where a mobile crane is being utilised for tower crane erection.

There shall be no opening windows, terraces or balconies facing the railway, or at a position such that missiles/objects can be thrown onto the railway.

Network Rail request that no trees are planted immediately adjacent to the boundary with their land and the operational railway. If trees are adjacent to the boundary, guidance is provided on suitable species.

Trees can be blown over in high winds resulting in damage to Network Rail's boundary treatments / fencing and lineside equipment (e.g. telecoms cabinets, signals) which has both safety and performance issues. Trees toppling over can also destabilise soil on Network Rail land and the applicant's land which could result in landslides or slippage of soil onto the operational railway. Deciduous trees shed their leaves which fall onto the rail track, any passing train therefore loses its grip on the rails due to leaf fall adhering to the rails, and there are issues with trains being unable to break correctly for signals set at danger. Network Rail request that only evergreen shrubs are planted and that they should be planted a minimum distance from the Network Rail boundary that is equal to their expected mature growth height. Acceptable trees as provided should be added to any tree planting conditions:

A BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs /presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Discussion of the scheme in more detail will need to be undertaken to ensure that the operational railway is protected both during construction works and as a permanent arrangement.

*The 3m distance requirement between the proposed building and the viaduct was later reduced to 2m and details of the gates to be installed at either end of the alleyway (in terms of their design and fixing locations) was asked to be conditioned.

Manchester Historic Buildings and Conservation Areas Panel

The proposal should aim to maintain the existing intriguing character of Mirabel Street and not prevent the potential for the railway related re-use of the adjacent disused railway viaduct. The design would not make a positive contribution to the appearance of the area including the settings of listed buildings. It should be no higher than the adjacent Beaumont Building (as originally built). The proposal relies on exemplars which succeed as they are regularly shaped buildings with a very ordered and regular size of structural openings. The proposal is unable to achieve this regularity due to the shape of the site and fails to maintain the size, proportion and rhythm of openings. The use of aluminium detailing would undermine rather than achieve the required design quality and the use of a dark blue brick would look too heavy and dark for this location. The small elements of textured brickwork at ground floor would be inadequate to carry the quality and consistency of design down to the street. The shopfronts should be a coordinated part of the design and not be left to individual future tenants.

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 and permanent employment in the commercial units once operational. The new residential population 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 residential apartments 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. It is also suitable for the consideration of high density buildings.

CC3 Housing - The City Centre will see the most intensive development of housing in the City. The Council will encourage accommodation of a high standard which is large enough to suit a range of occupants, in terms of the number of rooms and their size. The proposal would be consistent with this policy.

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 not have an adverse impact on any nearby heritage assets.

Policy CC10 A Place for Everyone – The development 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 H1 Overall Housing Provision – The proposal is a high density development on a previously developed site in a highly sustainable location. A range of accommodation would be provided and the larger apartments would be particularly attractive to families.

Policy H2 Strategic Housing Location – The proposal would develop a site on the Northern edge of the City Centre. It would add to the supply of good quality residential accommodation in a highly sustainable location.

Policy H8 Affordable Housing – Affordable housing contributions will be considered on sites of 0.3 hectares or for developments with 15 units or more. The development would not provide on-site affordable housing but a financial contribution would be provided for off-site provision.

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. The proposal would enhance the site and not have an adverse impact on any nearby heritage assets.

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 EN5 Strategic areas for low and zero carbon decentralised energy infrastructure - The regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

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 a roof terrace amenity space at Level 10 of Building 1. Rooftop planting in this area will be encouraged.

Policy EN14 Flood Risk – The site is in Flood Zone 2 but the development incorporates measures to mitigate this and surface water run-off would be minimised.

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 which would be investigated and treated where necessary.

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

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

Policy 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.

E3.3 - The proposal would provide a high quality building along Great Ducie Street and would be visible from the City's inner ring road and would enhance the appearance of these routes.

DC7 New Housing Developments – The proposal represents a high quality accessible development.

DC18.1 Conservation Areas – The proposal would have a neutral impact on views into and out of the Cathedral Conservation Area.

DC19.1 Listed Buildings – The proposal would not have an adverse impact on any nearby heritage assets.

DC20 Archaeology – An archaeological desk based assessment has been carried out and concludes that further work may be needed but this would be decided following further investigations.

DC26 Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

The proposal is considered to be consistent with saved UDP policies E3.3, DC7 DC18.1, DC19.1, DC20 and DC26 for the reasons set out below.

Policy analysis

NPPF Section 6 (Building a Strong, Competitive Economy) and Core Strategy policies SP1 (Spatial Principles), EC3 (The Regional Centre), CC3 (Housing), CC7 (Mixed Use Development) and CC8 (Change and Renewal) – The City Centre will see the most intensive development of housing in the City. The proposal would provide a range of accommodation sizes. 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, provide residents 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 public transport. It would enhance the built environment, create a well-designed place that enhances and creates character and reduces the need to travel. It would contribute to the local economy and support local facilities and services.

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 living. The proposal would attract a diverse labour market, 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 major 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 the future 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 this is discussed in more detail below.

The Heritage Statement identifies 5 key views and assesses the development's impact on these as well as the impact on individual listed buildings. The site is near to the Cathedral Conservation Area and there are a number of listed buildings nearby that would be seen in the context of the proposal. It is considered that the proposal would have a neutral impact on all heritage assets. 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) - 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 2. Appropriate mitigation is proposed and 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 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. The development would include an amenity space roof terrace where planting would be encouraged. Ecological enhancements at the site are proposed.

The development would be consistent with the principles of the 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 homes in a mixed-use building. The construction would support the economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. Residents could use local shops, restaurants and bars.

Saved UDP Policy DC20 (Archaeology) – An archaeological desk based assessment has been carried out and concludes that further work may be needed but this would be decided following further investigations.

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) - 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. The document also seeks appropriate quality of public realm, facilities for pedestrians and cyclists, appropriate waste management measures and environmental sustainability.

Manchester Residential Quality Guidance (2016) - The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high quality residential neighbourhoods and a place

for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

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 two new residential apartment blocks 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 construction and employment in the new commercial space. The development 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 entry point into the City Centre in further need of regeneration.

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 proposal 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".

Former Boddingtons Brewery Site Strategic Regeneration Framework (SRF) (2015)

The SRF was adopted by the City Council's Executive Committee in November 2015. The documents purpose is to provide a framework to guide future investment in the area which it envisages will be through the delivery of a mix of commercial and residential uses. The application site is immediately to the south-west of the area identified within the SRF.

The SRF recognises that the complexities which arise from the topography of the Brewery site mean that development across the SRF area will need to be delivered in a series of 'manageable' phases with the first phases that will be brought forward acting as a catalyst for the future phases of development.

The SRF envisages that the early phases will include residential blocks together with workspace, retail and leisure uses in order to deliver some of the key place making measures such as public realm and pedestrian linkages. The SRF also envisaged that a multi-storey car park would be delivered as part of the early phase.

The SRF places a strong emphasis on development at the site being of mixed use in nature in order to create a distinctive place and neighbourhood which is part of ensuring the vitality of the area. To that end, the SRF seeks to ensure that there is a 50% split between commercial and residential uses within the area.

Another key component of the SRF is the need to ensure the residential accommodation is attractive and sustainable in the long term, providing a range of accommodation types suitable to single people, couples and families. In addition, the SRF proposes activated streets and new public realm.

Great Ducie Street Strategic Regeneration Framework (SRF) (2018)

The Great Ducie Street SRF area extends northwards from Manchester's Inner Ring Road adjacent to the Manchester Arena. It wraps around the former Boddingtons Brewery SRF. Traditionally, the area has been a focal point for textiles businesses, wholesalers and distributors; however, today the quality and quantum of the business base in the area has significantly reduced. The consequential lack of investment has resulted in a poor quality local environment.

The site's location immediately at the edge of Manchester City Centre adjacent to Victoria Station and the Manchester Arena, positions the SRF area as an outstanding opportunity to further support the positive growth trajectory of Manchester that has been established in recent years. This growth is critical to Manchester's strategic objectives – for example supporting regeneration, inclusive economic growth and enhanced productivity, as well as neighbourhoods of choice where communities can thrive.

As available land within the traditional city centre is filled, a significant amount of recent growth and neighbourhood regeneration has been taking place within adjoining areas. The SRF area is an important opportunity in this regard, underpinned by the fact that it shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses.

Despite the area's existing condition, it has huge potential from a place-making point of view. The River Irwell presents a major opportunity to provide a highly attractive riverside setting to new development and a focal point for connections through the framework area and back to the city centre. There is also a significant opportunity to facilitate greater synergies between existing businesses in the framework area, including the increasingly innovative businesses within the traditional textiles and wholesaler sectors, and, emerging businesses that will look to locate in the area. It is considered that the framework area has the potential to be attractive to creative and digital companies of varying sizes looking for a different working environment. Being able to encourage collaboration between these industries would be mutually beneficial.

The vision is to develop a strong sense of place and community, which reflects the principles of the adjoining Boddingtons SRF area, and to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

Conservation Area Declarations

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 has been subject to a screening opinion and this concluded that an Environmental Impact Assessment is not required for this proposal.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the region's primary economic driver and crucial to its longer term economic success. There is an important link between economic growth and regeneration and more homes are required to deliver growth. The economic recovery plan requires investment and more homes are required as part of this.

Manchester's population has increased by around 20% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase significantly by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required per annum and the proposal would contribute to this. Providing the right quality and diversity of homes for the increasing population will be critical to re-establishing growth as part of the City's economic recovery.

These homes would be consistent with growth priorities and would meet the objectives of policies H1 and H3 of the Core Strategy. They would deliver growth in a well-connected location. The proposal would regenerate a previously developed brownfield site which in turn would act as a catalyst for future regeneration.

The ground floor commercial space would activate the street and provide life throughout the day and evening. The development would deliver significant economic and social benefits, including construction jobs and employment associated with the operation of the buildings and the commercial units. A local labour agreement would be a condition to allow discussions with the applicant to fully realise the benefits of this proposal.

The existing site is of poor quality. The development would be consistent with the regeneration aspirations for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes

that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 129 homes predominantly for open market sale. The delivery of homes and the continued regeneration of the City Centre is a key priority for the Council. The proposal would develop a brownfield site that currently makes little contribution to the area and create active street frontages.

It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report, which has been made publicly available through the Council's public access system, has been submitted for consideration. This has been independently assessed on behalf of the Council. It has been accepted that a payment in lieu of on-site affordable housing in the sum of £615,000 is a viable position.

A benchmark land value of £850,000 is within the expected range based on comparable evidence. The Gross Development Value would be £33,929,369 which would give a profit of £17.5% on GDV.

The contribution would be secured via a legal agreement. The viability would also be subject to review at an agreed date in the future to determine any future uplift in market conditions which may mean an additional financial contribution would need to be paid.

Tall Buildings Assessment

One of the main issues is whether this is an appropriate site for a building of this scale. 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 CABI 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 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". 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 has assessed the historic environment and the visual impact of the proposal on the identified heritage assets. 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 site is near to the Cathedral Conservation Area and a number of listed buildings. The Grade II listed Sorting Office on the opposite side of Mirabel Street, the Grade II listed North Bridge railway viaduct, the Grade II listed Middle Bridge (railway viaduct) and the Grade II listed Stephenson Bridge (railway viaduct) are all within close proximity to the site. Further away, to the south/south-east are the Grade II listed Victoria Station, the Grade I and Grade II listed buildings of Chetham's School and the Grade I listed Manchester Cathedral.

The impact of the development on each of these listed buildings is assessed below.

Manchester Sorting Office (1894) - Grade II listed

The building dates from 1894 and was altered in the late 20th Century. It has been converted into apartments as part of the Tempus scheme which includes a 19 storey tower. The buildings lie to the west of the site being located between the River Irwell and Mirabel Street. Although the proposal would be seen within views of the former post office from Trinity Way, it would be sited to the rear of the former Royal Mail buildings and form part of the backdrop to it. The Tempus tower would continue to be the tallest building on the northern bank of the Irwell. On the southern (Salford) bank of the River, a high rise mixed use neighbourhood is under construction (Greengate) and views looking towards the post office would be restricted by new development. Due to the proximity of Greengate and Tempus to the former post office buildings, it is considered that the impact of the proposal would be neutral.

The listed railway bridges – all Grade II listed

The three listed railway bridges, North Bridge (1893), Middle Bridge (1865/1890) and Stephenson Bridge (1844/1884) crossing Victoria Street are largely constructed from masonry and cast iron and form a strong visual group. When constructed, all the bridges and the new railway track cut through existing urban areas. The bridges were designed and engineered to be read as part of a busy industrial City, not as prominent features in their own right surrounded by cleared land. This, together with the fact that the proposal would not obscure the principle views of the bridges along Victoria Street, nor obscure the decorative details identified in the Viaduct listings, ensures that the proposal would have a neutral impact on their setting.

Victoria Station (1844/1909) - Grade II listed

No key viewpoints placed Victoria Station within the same view as the application site as the Manchester Arena has been developed within its curtilage. The construction of the Arena building forms a visual barrier and disconnect between the application site and the listed building. Since views of the listed Station are not affected by the new view of the new buildings, this ensures that the proposals would have a neutral impact on the setting of the listed Station.

Chetham's School and Library

Parts of Chetham's School and Library date back to 1422, when it was originally established as the college of the Collegiate Parish Church of Manchester. The present school was founded in 1656 and is constructed of red sandstone, grey gritstone dressings and stone slate roofs, and consists of a series of blocks around a large rectangular courtyard. The historic buildings are of very high archaeological, architectural and historical significance. They include: Chetham's Hospital (1883/1895) Grade II listed; relocated parts of Hydes Cross (1653/1913) Grade II listed; Chetham's Former Schoolroom (1878) Grade II listed; and the SE Wing of Chetham's Hospital (1869-70) Grade II listed.

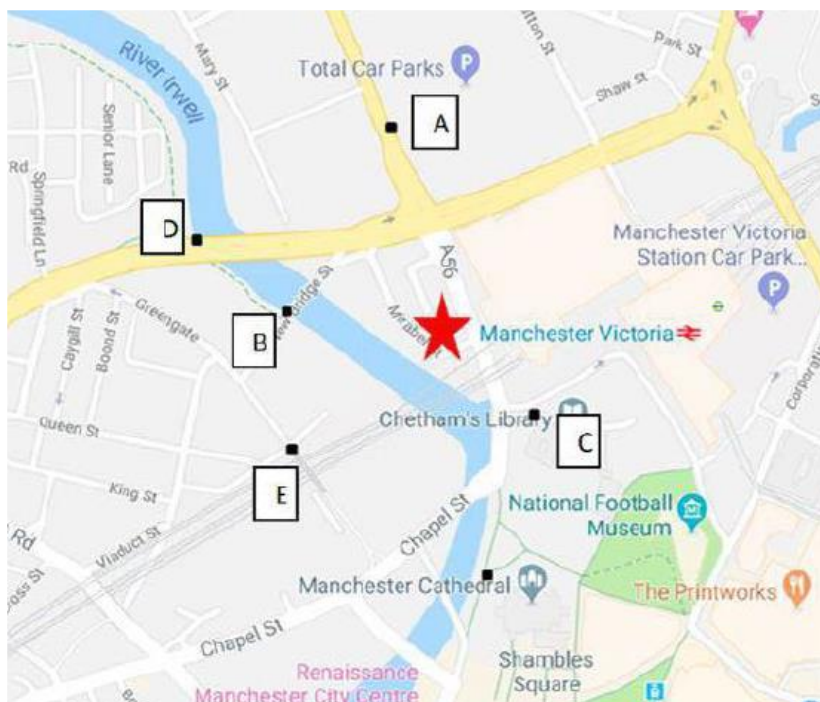
There are no view points that place the proposal in the same view as Chetham's Hospital, Hydes Cross, the former Schoolroom or the south east wing of Chetham's School. It is considered that the application proposal would have a neutral impact on the setting of these listed buildings.

Cathedral Church of St Mary (c1422/1520) - Grade I listed

The railway viaducts in combination with Chetham's School would limit potential views of the proposal in the setting of the Cathedral. Even where the upper floors of the new buildings might be visible when looking towards the Cathedral from Trinity Way, they would be viewed in the context of other tall buildings such as Greengate One and Tempus. As a result, the scheme's effect on the setting of the Cathedral would be diluted by existing buildings and future development within the Greengate area, thereby ensuring that any impact on this heritage asset would be neutral.

View into and out of the Cathedral Conservation Area

The conservation area was designated in 1972 to enhance and preserve the quality of the setting of the Cathedral and Chetham's School and Library; to retain the Victorian Character of the area; and, to continue to restrict traffic movements in the area, thereby improving pedestrian access and the conservation area's setting. 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 listed building to be the main focal point of the Cathedral Conservation Area. As well as assessing the impact of the proposal on individual listed buildings, the submitted Heritage Assessment assesses the baseline position of the site's location from 5 key views (Views A to E), including views looking into and out of the Cathedral Conservation Area. The same 5 views are also assessed with the proposed buildings in place. A plan showing the location of the views is shown below:



Despite the site's proximity to the conservation area, the listed viaducts create physical separation and act as a visual barrier. When viewed from Victoria Street within the conservation area, even the existing taller buildings beyond the listed viaducts including Greengate One, Exchange Court and Tempus do not impact on the views looking out of the conservation area although they are a presence on the skyline and would provide a taller backdrop than the proposal. As a result the proposal would have a neutral impact on views looking out of the conservation area and would be regarded as an addition to the established taller buildings which lie just beyond the conservation area.



Figure 18: View C – Existing. From the left are Greengate One, with Tempus to the rear of the Viaduct and the Manchester Arena to the right.



Figure 19: View C – Proposed. From the left are Greengate One, with Tempus to the rear of the Viaduct and the Manchester Arena to the right.

The views of the conservation area from the application site are limited by the listed viaducts and it is concluded that the proposal would have a neutral impact on views looking into the conservation area. A view from the eastern pavement on Bury New Road confirms that views of the conservation area are restricted by the viaducts. The proposal would be next to the viaduct and would form a natural progression of the built form on this side of the A56 as it approaches the conservation area which is only revealed once the viaducts have been cleared.



Figure 20: View A – Existing. From the left are Manchester Arena, the Litcraft building to the right and to the far right Tempus.



Figure 21: View A – Proposed. From the left are Manchester Arena, the Litcraft building to the right and to the far right Tempus.

A view from the western end of the bridge on the north side of New Bridge Street shows that views of the conservation area are restricted by the post office building in the foreground. The development would be positioned to the rear of this and would not impact on the conservation area.



Figure 22: View B – Existing. From the left are Tempus, with the former Post Office in the foreground. The CIS building is in the middle distance.



Figure 23: View B – Proposed. From the left are Tempus, with the former Post Office in the foreground. The CIS building is in the middle distance.

A view from the footway on the north side of Trinity Way shows that the conservation area is distant with the dominant townscape elements being the taller recent developments including Tempus and Greengate One.



Figure 24: View D – Existing. From the left are Tempus and to the right Greengate One.



Figure 25: View D – Proposed. From the left are Tempus and to the right Greengate One.

A view from the Gorton Street Pay and Display Car Park is restricted by the viaduct.



Figure 26: View E - Existing: View across the Gorton Street Pay and Display Car Park. To the left is Tempus and to the right the continuation of the viaduct.



Figure 27: View E – Proposed: View across the Gorton Street Pay and Display Car Park. To the left is Tempus and to the right the continuation of the viaduct.

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. Tall buildings are encouraged outside of conservations areas but does not preclude this type of development subject to meeting other policy considerations. These buildings would not be in a conservation area and would be well served by public transport. It would aid regeneration by redeveloping an under-used, unattractive brownfield site with a high quality development that would enhance visual amenity within the area and have a neutral impact on nearby heritage assets including listed buildings and the Cathedral Conservation Area. The scale would respond to the site’s context but would be taller than others in the immediate area.

Public benefits

Despite there being no instances of adverse impact to heritage assets, the proposal would bring many public benefits in the form of generating jobs during construction and in ongoing management with permanent employment in the commercial units. The applicant would work with the City Council’s Work and Skills Team to ensure that employment opportunities are made available to Manchester residents. Residents of the development would help to increase spending within the City Centre and the commercial units would pay Business Rates to the City Council. The existing site is in a poor state and does not respond positively to the surrounding context. The proposed would help to revitalise this important gateway plot, aiding regeneration. The design, scale, massing and materiality would respond positively and integrate successfully into the surrounding environment. The development would create a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life. The proposal would introduce high-quality, distinctive buildings of an urban scale and would therefore make a positive contribution to the

wider townscape. The proposal represents sustainable development and would deliver significant social, economic and environmental benefits.

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 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. It would provide two high quality buildings and create a landmark at a prominent location on the northern edge of the City Centre. 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. The proposal would be a contemporary addition to the skyline and create modern residential accommodation on a key site. The architecture aims to strengthen the heritage setting and within its surroundings.

The proposed materials seek to respond to surrounding heritage assets in a modern contemporary way. 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

The submitted Energy and Environmental Standards Statement (ESS) confirms the sustainability credentials of the proposal. The development would comply with the Lean, Clean and Green principle and be compliant with policies EN4, EN6 and EN8.

The building fabric would be enhanced and based on values that exceed the minimum required through Building Regulations. This would minimise energy demand. Roof mounted photovoltaic panels would provide onsite renewable energy. Fabric enhancements are also proposed which would be an improvement to the minimum requirements of Part L.

The development would have 7 car parking spaces and 132 cycle spaces for residents and would promote sustainable transport. The site is highly sustainable and accessible via a range of transport modes including walking, cycling, bus, Metrolink and train. 8 cycles spaces are proposed for the commercial units.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in policies EN4 and EN6. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 and would have highly insulated 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 proposal 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 create activity at street level. The footways around the site would be improved and opportunities for street trees have been explored. Therefore the pedestrian environment would be improved. Passive overlooking would enhance safety and security around the site.

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

City Centre developments are, by their very nature, more dense and closer together than in suburban locations. The layout has sought to minimise overlooking. The minimum window to window distance between Tempus Tower and the Beaumont Building apartments is approximately 10m. The minimum distances between Building 1 and Building 2 and the Sorting Office/Bay Building would be approximately 12.3m and 13.3m respectively which exceeds the existing situation at the north end of Mirabel Street.

The Sorting Office and Bay Building would be approximately 12 or 13m from the proposal which is not unusual in city centre locations. The new buildings would be taller so there would be little scope for direct overlooking into the windows of the Sorting Office and Bay Building apartments above level 4.



The roof terrace on part of floor 10 of Building 1 would overlook Great Ducie Street and the Manchester Arena, rather than the residential developments on Mirabel Street. The terrace would be actively managed by an on-site management company and would not cause any undue impact with regard to overlooking or loss of privacy to existing residents.

b) Sunlight, Daylight and Overshadowing

An assessment has been undertaken of the likely effects on daylight and sunlight at the Beaumont Building and the Sorting Office development which comprises the Sorting Office, the Bay Building and Tempus Tower using the Building Research Establishment (BRE) Guidance. The BRE Guidance is an industry standard for daylight and sunlight and provides three methodologies for daylight assessment, namely: Vertical Sky Component (VSC); No Sky Line (NSL); and Average Daylight Factor (ADF). There is also one methodology for sunlight assessment, denoted as Annual Probable Sunlight Hours (APSH).

Daylight and sunlight targets have been established as a means of adjusting the provisions of the BRE Guidance for use in a high density environment and the impact of the proposal has been appraised and benchmarked against this.

A 3D computer model was run through software to calculate the light levels at each window and room affected. These light levels were then compared with the corresponding levels in the BRE guidelines.

Using the existing site as the baseline, the results are as follows:

The Beaumont Building

This six/seven storey retail and apartment building has windows, shopfronts and sections of curtain walling facing the site. The windows appear to provide light into a

carpark, retail units in the ground and first floor levels and upper floor flats. Only the residential accommodation has been assessed.

Vertical Sky Line (VSC)

101 of the 133 windows (76%) either exceed the BRE target figure of 27% or their VSC values do not reduce more than 20%. 2 more windows pass the criteria using the averaging method for multiple windows to rooms. The reductions to the remaining 30 windows are between 21% and 30% (i.e. less than 10% above the permitted 20% reduction) with a minor adverse impact. 24 of these windows are to bedrooms. All the windows therefore either pass the BRE guideline or experience a minor adverse effect.

No Sky Line (NSL)

90 of the 106 rooms (85%) are acceptable. The reductions in 13 rooms (12%) are between 21% and 30% and minor adverse. 9 are bedrooms. The reductions at 3 rooms (1 bedroom) are between 31% and 40% (less than 20% above the permitted 20%) and are considered to be moderate adverse. The majority of rooms (97%) therefore either pass the BRE guideline or experience a minor adverse effect and a large proportion of the rooms that do not pass (10 out of 16) are bedrooms.

Average Daylight Factor (ADF)

101 of the 106 windows (95%) have the required ADF value or do not reduce more than 14%. The reductions to the remaining 5 rooms are between 15% and 21% (i.e. less than 7% above the permitted 14%) and are considered to be minor adverse. All the rooms therefore either pass the BRE guideline or experience a minor adverse effect.

Annual Probable Sunlight Hours (APSH)

85 of 133 windows do not fall within 90 degrees of due south and have not been assessed. The APSH to the remaining 48 windows (100%) are above the BRE recommended levels of 25% in summer or do not reduce more than 20% and meet the BRE summer criteria.

The APSH at 32 of the remaining 48 windows (67%) are above the BRE recommended levels of 5% in winter or do not reduce more than 20% and therefore pass the BRE winter criteria. The reductions in winter annual probable sunlight hours to 6 of the remaining 16 windows (5%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) or the remaining value is 4%, both of which are considered to be minor adverse. 5 of these 6 windows are to bedrooms. The reductions in winter annual probable sunlight hours to 1 of the remaining 10 windows (5%) are between 31% and 40% (i.e. less than 20% above the permitted 20%) or the remaining value is 3%, both of which are considered to be moderately adverse. The reductions in winter annual probable sunlight hours to the remaining 9 windows (7%) are greater than 40% or the remaining value is 2% or less, both of which are considered to be major adverse. However, 8 of these 9 windows are to bedrooms.

In conclusion, all the windows (100%) pass the BRE guideline in summer and the majority (67%) pass in winter. Of the windows that do not pass in winter, the majority are to bedrooms.

The Sorting Office (including Tempus Tower)

This property comprises the Sorting Office apartment building which is formed within/behind a listed former Post Office sorting office and the Tempus Tower, which is a more recent apartment tower block.

The former Post Office has traditional glazed windows facing the development site, including at an oblique angle along Mirabel St, at basement, ground and first floor levels. The windows appear to provide light into a carpark at basement level and residential accommodation on the upper floors. Only the flats have been assessed. The Tempus Tower is a modern 20 storey tower block constructed adjacent to the Sorting Office development at the end of Mirabel Street as it meets New Bridge Street.

The Sorting Office is a recent development behind a retained façade and floor layouts and window relationships are therefore far from ideal with, for example, floors and bulkheads in front of windows, deep recessed windows etc. All of these features will make the rooms and windows heavily reliant on horizontal light and over burden a nearby development as recognised in the BRE guide.

Vertical Sky Component (VSC)

59 of the 97 windows (61%) either exceed the BRE target figure of 27% or their VSC values do not reduce more than 20%. The reductions to 4 windows (4%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) and are minor adverse. All of these windows provide light to bedrooms. The reductions the remaining 34 (35%) are greater than 40% and are considered to be major adverse. However, a large proportion of these windows (11) provide light to bedrooms, which are treated as less important by the BRE guide.

The majority of windows (65%) therefore either pass the BRE guideline or experience a minor adverse effect.

No-Sky Line (NSL)

51 of the 82 rooms (62%) do not reduce more than 20%. The reductions to 3 (3%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) and are minor adverse. 2 of these rooms are bedrooms. The reductions to 1 (1%) are between 31% and 40% (i.e. less than 20% above the permitted 20%) and are moderate adverse. This is a bedroom.

The reductions to the remaining 28 rooms (34%) are greater than 40% and are considered to be major adverse. However, 10 of these are bedrooms.

Average Daylight Factor (ADF)

56 out of the 82 rooms (68%) have the required ADF value or do not reduce more than 14%. The reductions to 2 (2%) are between 15% and 21% (i.e. less than 7% above the permitted 14%) and are minor adverse. Both of these are bedrooms.

The reductions to the remaining 24 rooms (29%) are greater than 28% and are considered to be major adverse but 6 of these are bedrooms.

The majority of rooms (70%) therefore either meet the BRE guideline or experience a minor adverse effect.

Annual Probable Sunlight Hours (APSH)

82 of the 97 windows do not fall within 90 degrees of due south and have therefore not been assessed.

The APSH to the remaining 15 windows (100%) are above the BRE recommended levels of 25% in summer or do not reduce more than 20% and meet the BRE criteria. The APSH to 14 are above the BRE recommended levels of 5% in winter. The reductions in winter the remaining window (1%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) or the remaining value is 4%, which are minor adverse.

All of the windows (100%) therefore pass the BRE guideline in summer and the large majority (99%) pass in winter.

The Bay Building

This five storey residential building was constructed recently and there are windows providing light to flats and common areas at first to fourth floor levels.

Vertical Sky Component (VSC)

5 of 11 windows (45%) either exceed the BRE target figure of 27% or their VSC values do not reduce more than 20%. The reductions of 6 (55%) are greater than 40% and are major adverse but 4 of these 6 are bedrooms. The Bay Building has balconies which affects daylight sunlight results as the windows and rooms behind those balconies will be largely reliant on horizontal light (thus over burdening a nearby development).

No-Sky Line (NSL)

2 of 9 rooms (22%) do not reduce more than 20%. The reductions to 1 (11%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) and are minor adverse. This is a bedroom. The reductions to 3 (33%) are between 31% and 40% (i.e. less than 20% above the permitted 20%) and are moderate adverse. All these are bedrooms. The reductions to the remaining 3 (33%) are greater than 40% and are major adverse. They are bedrooms.

These results are largely influenced by the design of the affected building.

Average Daylight Factor (ADF)

6 of 9 rooms (67%) have the required ADF value or do not reduce more than 14%. The reductions 3 rooms (33%) are greater than 28% and are major adverse. 2 are bedrooms.

When taking into account the balconies to this adjacent building and that the majority of rooms that do not pass are bedrooms, the 67% ADF is acceptable.

Annual Probable Sunlight Hours (APSH)

9 of the 11 windows do not fall within 90 degrees of due south and have therefore not been assessed. The remaining 2 windows (100%) are above the BRE recommended levels of 25% in summer or do not reduce more than 20% and are above recommended levels of 5% in winter or do not reduce more than 20%.

All (100%) of windows pass the BRE guide APSH summer and winter criteria.

When taking all of the above figures together for the different methodologies of assessment, in the existing conditions over 82% of windows/rooms in each of the criteria either passed the BRE targets or experienced minor adverse losses. A large proportion of the rooms that did not meet the baseline BRE levels were bedrooms. Overall, the results are supportive of the scheme when taking into account the existing built environment.

A further assessment was undertaken using an alternative baseline for Building 1 based on a previous planning permission for an 11 storey building (app. ref. 078851/OO/2006/C1), that was never implemented. Building 2 would be immediately adjacent to the Beaumont Building which was fully redeveloped and extended in 2001. The extensions at the Beaumont Building included an increase in its footprint along Mirabel Street and 3 additional storeys to create a total of 7 storeys along Mirabel Street and Breslyn Street (the ground floor storey of which is very tall). The alternative baseline for Building 2 is a mirror of the recently developed Beaumont Building. This is consistent with guidance in the BRE Guide.

The results using the alternative baseline are as follows:

The Beaumont Building

Vertical Sky Line (VSC)

61 of 133 windows (46%) have a VSC equal to or greater than the VSC levels of the previously consented scheme/Beaumont mirror baseline or pass the required BRE levels and meet the BRE criteria. 33 (25%) are within 10% and 39 (29%) are within 20% of the baseline levels, which are negligible reductions. All windows therefore either meet the baseline levels or are within 80% of the former value, which is a negligible.

No Sky Line (NSL)

73 of 106 (69%) rooms have a NSL equal to or greater than the NSL levels of the previously consented scheme/Beaumont mirror baseline or pass the required BRE levels and meet the BRE criteria. 11 (10%) are within 10% and a further 6 (6%) within 20% of the previously consented levels, which are negligible based on the BRE guide. 13 between 21% and 30% of the baseline levels, which are minor reductions based on the BRE guide. 9 of these rooms are bedrooms. 3 are between 31% and 40% of the baseline which are moderate. The vast majority of rooms (85%) therefore either meet the baseline levels or are within 80% of the former value, which is a negligible change.

Average Daylight Factor

77 of 106 (73%) rooms have an ADF equal to or greater than the ADF levels of the previously consented scheme/Beaumont mirror baseline or pass the required BRE levels and meet the BRE criteria. 29 (27%) are within 14% of the baseline levels, which are negligible reductions. 73% either meet the baseline levels or are within 86% of the former value, which is a negligible change.

Annual Probable Sunlight Hours

Due to the 100% pass of summer APSH for the site as existing, this has not been considered further.

The Sorting Office, including Tempus Tower

Vertical Sky Line (VSL)

13 (13%) of 97 windows either exceed the BRE target figure of 27% or their VSC values do not reduce below the baseline. 50 (52%) do not exceed 10% and 4 (4%) do not exceed 20% - both of which are considered to be negligible reductions. 16 experience reductions of 20% to 30% below the baseline which is considered minor adverse. 6 of these are bedrooms. 14 (3 of which are to bedrooms) experience reductions of between 31% and 40% of the baseline, which is considered moderately adverse. The majority of windows (65%) either meet the baseline levels or are within 20% of the former value, which is a negligible change.

No Sky Line (NSL)

59 (72%) of 82 rooms have NSL levels equal to or greater than the NSL levels of the previously consented scheme/Beaumont mirror baseline or meet BRE levels. 10 (12%) show a reduction in NSL of less than 10% and 2 (2%) show a reduction of less than 20% all of which are considered to be negligible. 7 (9%) are between 21% and 30% which are minor reductions and 1 is a bedroom. 3 are between 31% and 40% which are moderate reductions and 2 are bedrooms. The remaining room which is a bedroom has a reduction of greater than 40% of the baseline levels which is a major reduction. The vast majority of rooms (86%) either meet the chosen baseline levels or are within 80% of the former value, which is a negligible change. A large proportion of the other rooms are bedrooms.

The design of this building affecting the results.

Average Daylight Factor

30 (37%) of 82 rooms have an ADF equal to or greater than the ADF levels of the previously consented scheme/Beaumont mirror baseline or meet the BRE levels. 29 do not exceed 14% which is negligible. 23 are between 15% and 21%, which is minor adverse. 2 are bedrooms. 10 (12%) are between 22% and 28%, which is moderate adverse. 3 are bedrooms.

The notes above regarding the design of this building should be read in conjunction with these findings.

Annual Probable Sunlight Hours (APSH)

Due to the 100% pass of summer and 99% pass of winter APSH for the site as existing, this has not been considered further.

The Bay Building

Vertical Sky Line (VSL)

5 (45%) of 11 windows either exceed the BRE target figure of 27% or their VSC values do not reduce below the baseline and therefore meet the BRE criteria. 2 experience reductions of 20% to 30% below the baseline are minor adverse. 2 (both of which are to bedrooms) experience reductions of between 31% and 40% of the baseline, which is moderately adverse. 2 are greater than 40% (major adverse) but are bedrooms.

No Sky Line (NSL)

0 have NSL levels equal to or greater than the NSL levels of the previously consented scheme/Beaumont mirror baseline or meet the BRE levels. 2 show a reduction of less than 10%, which is negligible. 1 is between 21% and 30% which is a minor reduction. This is a bedroom. 4 are between 31% and 40% which are moderate reductions, 3 are bedrooms. 2 have reductions greater than 40% which are major reductions, both are bedrooms. The vast majority of rooms noted as experiencing reductions in NSL below the baseline are bedrooms (66%), which are to be treated with less importance.

Average Daylight Factor

6 (67%) 9 rooms have an ADF equal to or greater than the ADF levels of the previously consented scheme/Beaumont mirror baseline or meet the BRE criteria. 1 (11%) does not exceed 14% which is negligible. 1 bedroom is between 22% and 28%, which is moderate. 1 bedroom has reductions of greater than 28%, which is major adverse.

The rooms assessed either pass the BRE tests or are mainly bedrooms (2 out of 3) that are to be given less importance.

Annual Probable Sunlight Hours

As the scheme fully passes the BRE requirements for APSH based on the existing site, this has not been assessed or commented on.

The results of the technical assessment, when using the previously consented scheme as a baseline for Building 1 and the adjacent Beaumont Building as a mirror baseline for Building 2, found that for all 4 methodologies taken together, over 83% of all rooms/windows would achieve values directly comparable to those that would have resulted from the previous scheme that was granted planning permission under application 078851/OO/2006/C1 and using the adjacent Beaumont Building as a baseline for Building 2. Again, a large proportion of the rooms that did not meet the baseline BRE levels are bedrooms.

Overall, whether using the existing site or the alternative baseline, the results against the BRE criteria demonstrate a high level of compliance. Where windows/rooms do not meet the baseline target, it is generally only by a negligible or minor degree.

Whilst there are some minor/moderate reductions below the baseline set within the Post Office development on the opposite side of Mirabel Street, for both the Sorting Office and Bay Building elements, the proportions are low. Where there are deviations from the BRE guidelines, this is considered to be acceptable in this dense urban setting due to the following:

- The NPPF states that *“a flexible approach should be taken in applying policies relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site”*
- It is inevitable when constructing buildings in an urban environment that alterations to daylight and sunlight to adjoining properties can occur
- Deviations from the BRE baseline are generally marginal
- A large proportion of the windows/rooms that do not fully meet the BRE criteria are bedrooms which are considered to be less important in the BRE guide
- The Bay Building at the adjacent Sorting Office has balconies which the BRE guide recognises will adversely affect daylight and sunlight results as the windows and rooms behind those balconies will be largely reliant on horizontal light (thus over-burdening a nearby development);
- Both the Bay Building/Sorting Office are recent developments behind a retained façade. The floor layouts and window relationships are therefore far from ideal with, for example, floors and bulkheads in front of windows, deep recessed windows etc. All of these features will again make the rooms and windows heavily reliant on horizontal light and over burden a nearby development
- The BRE guide indicates that in interpreting the results of an assessment, a degree of flexibility is required, especially in a dense urban environment where neighbouring properties are located within narrow streetscapes and with design obstructions restricting the availability of daylight or sunlight
- The BRE tests are based on a typical (two storey) suburban model of development and it is reasonable to assume that expectations of levels of daylight sunlight will be different in developing larger properties such as this. This is noted in the guide itself.

Given the complexities of the site and the existing built urban context, it is considered on balance that the impacts to surrounding residential properties in terms of daylight and sunlight are acceptable.

In relation to comments made by Network Rail and the fact that the daylight and sunlight assessment has not taken account of the commercial units within the railway viaduct adjacent, the BRE guide does not require commercial property of this type to be assessed as it is classed as a non-sensitive receptor. However, it is noted that there are no windows in the viaduct facing the proposal. The Mirabel St windows face away from the development and would not suffer any reductions in daylight or sunlight as a result of the development

(c) Wind

A microclimate assessment of the proposal has considered the effects of topography, building shape and climate on wind conditions around the site. The assessment has drawn the following conclusions:

- The effects of south-westerly winds along Mirabel Street are considered moderate adverse for pedestrian sitting, standing or building entrances, but minor adverse for walking. However, the only entrances in the area affected are not likely to be used frequently. There are no areas for pedestrians to sit or dwell. As such, the assessment concludes the micro-climate environment along Mirabel Street would be acceptable and no mitigation is required.
- The effects of south-westerly and westerly winds on the area to the west of Building 1 on Breslyn Street are considered moderate adverse for pedestrian sitting, standing or building entrances, but minor adverse for walking. The only building entrance in this area is a service entrance which would not be used frequently by pedestrians. As a result of this, it is not considered that this effect would cause a nuisance to pedestrians, and therefore no mitigation is required.
- The effects of north-easterly winds on Great Ducie Street are considered to be minor adverse.
- The effects of north-easterly winds on the entrances to the Building 1 on Great Ducie Street are considered to be negligible.
- The effects of north-easterly winds on the entrances to Building 2 on Breslyn Street are considered to be minor adverse.
- All building entrances are likely to be suitable for use.
- The rooftop garden is likely to be exposed to several wind directions, and mitigation measures have been recommended to ensure that conditions would be suitable for the intended activities. A parapet has been designed to the rooftop at 1200mm high.

The proposal is considered to be consistent with Core Strategy policies DM1 and EN1 and the requirements of MCC's Residential Quality Guidance with regards to wind microclimate and is acceptable in this regard.

(d) Air Quality

The site is located within the Greater Manchester Air Quality Management Area where the annual mean nitrogen dioxide (NO₂) air quality objective could be exceeded. An Air Quality Assessment has been undertaken in accordance with IAQM guidance for the demolition and construction phases of the proposal. There could be dust soiling associated with fugitive emissions. Assuming good practice control measures are implemented, the residual effect associated with dust soiling during construction would not be significant. Dust and increased emissions during construction are likely to be temporary, short term and of a minor impact, and could be mitigated by the use of good practice control measures.

For the operational phase, the annual mean objectives for all pollutants considered could be met at all storeys above ground floor level (which all comprise residential use) and therefore no mitigation is required. Trip generation to and from the site is not considered to be significant due to the low amount of car parking that would be available on-site. The traffic generated by the proposal would have a minimal effect on local pollution concentrations. The site is in a highly sustainable location with significant opportunities for travel by non-car modes including walking, cycling and public transport. The proposal would incorporate 132 secure cycle spaces.

Overall, the proposal 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

During the construction phase, noise emissions from construction activity would be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods would be used in line with best practice and appropriate acoustic screening would be implemented where necessary and practicable.

During the operational phase, the noise would be dominated by road traffic using Great Ducie Street, Trinity Way and other local traffic routes. Railway noise would also contribute to ambient noise levels experienced at south facing façades. However, noise from the railway would not pose a significant risk of adverse effect averaged over 16 hour day or 8 hour night time periods. The ventilation system recommended for railway facing elevations takes into account the noise character of rail vehicle noise (e.g. screeching brakes), allowing for sufficient background ventilation without the specific need to open windows at night.

Concerts and other events held at the nearby Manchester Arena could elevate low frequency noise levels during the evening. It is understood that the Arena operates a 23:00 curfew on events and as such night time periods would not be affected by Arena noise. The recommended glazing and ventilation specifications for elevations facing Great Ducie Street have been designed taking into consideration the potential for low frequency sound from the arena.

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 apartments 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 residential accommodation. Conditions relating to operational and delivery and servicing hours for the commercial units and hours for the use of the roof terrace are recommended.

(f) TV reception

A desktop study and baseline reception survey concludes that the proposal would have a neutral impact on local television reception. No mitigation measures are predicted to be required because no adverse impacts would exist. However a post-construction survey has been conditioned to ensure no problems would occur. Any mitigation required as a result of this survey would need to be completed within an agreed timescale.

Provision of a well-designed inclusive environment

The proposal would be inclusive with level entrances and fully accessible lifts. A minimum of 1500mm would be provided in front of lifts. The development has been designed in accordance with regulatory guidance to ensure that it promotes the principles of inclusive design.

All apartment entry doors would have a clear opening width of 850mm, internal doors would have a clear opening width of 800mm, a room containing a WC would be provided on the entrance storey, doors to bathrooms would open outwards and there would be accessible car parking facilities in the ground level of Building 2 (as 3 of the 7 car parking spaces proposed would be fully accessible).

18 apartments (13.9%) would be fully accessible and adaptable compliant. These apartments would have a minimum 750mm clear access route from the doorway to a window as well as a minimum 750mm clear access zone to both sides and the foot of the bed. These rooms would be adapted as and when required by future residents.

Contribution to permeability

The development would not adversely affect permeability. The proposal would significantly enhance the streetscene and public realm, would enhance legibility and create a sense of place.

Relationship to Transport Infrastructure and Highway Implications

This is highly accessible location close to bus routes, rail and Metrolink stations and would encourage the use of sustainable modes of transport. 7 car parking spaces and 132 cycle spaces are proposed for residents. The commercial units would also have space for 8 bikes in a back of house area. A Transport Assessment assesses the transport implications and a Framework Travel Plan provides measures to encourage alternative modes of travel to the private car.

There would be a net reduction of two two-way trips in the AM peak period and a slight increase of eight two-way trips in the PM peak period and this would have no material impact on the highway network.

Flood Risk

The site is in the Central Manchester Critical Drainage Area and predominantly in Flood Zone 2 and has a medium probability of flooding, between 1 in 100 and 1 in 1000 annual probability of river flooding. There is a residual risk of flooding in the 1 in 1000 year event and the development has less vulnerable uses at the ground floor. Simple mitigation measures such as the levels falling away from door thresholds would be implemented. All residential dwellings would have two potential points of exit, ensuring safe exit. Large obstructions in the form of apartment blocks between the River Irwell and the site are also considered to provide informal flood defence.

The site is at medium risk of flooding due to groundwater but the groundwater regime on site would be established during the Phase 2 Site Investigation works which would allow the flooding risk to be reviewed. Mitigation would be agreed and implemented if necessary. The site can be considered at low risk to flooding by reservoir failure or surcharge of public sewers.

The localised area of Breslyn Street itself is at moderate risk of surface water flooding, with the development sites for Buildings 1 and 2 on either side of Breslyn Street being at low risk. Surface water would be managed by the drainage systems to ensure the site would not flood due to surface water flow, nor result in an increased flood risk elsewhere. The drainage strategy would reduce run-off from the site in line with the recommendations as set out in the SFRA and would aim to utilise SuDS and include Green Infrastructure in line with Local Planning Policy requirements.

With incorporation of these mitigation measures the development would comply with National and Local Planning Policy. The existing site levels provide a freeboard of at least 0.96m above the estimated 1 in 100 year+ climate change flood levels, so water would therefore not reach the ground level in this scenario. The site is estimated to be subject to flooding in the 1 in 1000 year event, albeit this future risk is mitigated within the design by locating residential dwellings at first floor level and above, well above this estimated flood level.

Overall, the proposal would fully accord with Core Strategy policy EN14 and the provisions of the NPPF.

In relation to the comments made by Network Rail, the surface water drainage from the built development area would discharge via a flow control device to the combined sewer beneath Breslyn Street subject to agreement with United Utilities. The discharge rate would be restricted to 7.8l/s, which is equivalent to 50% of the pre-development discharge rate for the 1 in 100 year event plus a 40% increase in rainfall intensity due to climate change. The restricted discharge would require 29m³ of storage, which would be accommodated primarily through provision of an attenuation tank within the development. Green roof provisions may also form part of the attenuation storage, but this is to be agreed.

Waste management and servicing

Residential bin stores would be located on the ground floor adjacent to the circulation core and all residents would have access. All kitchens would have general and recycled waste bins. Each resident would be responsible for taking waste to the refuse store.

To comply with MCC's waste management calculations, the development requires a refuse store of at least 36.12 sq. m for the Great Ducie Street block (Building 1) and 19.35 sq. m for the Mirabel Street block (Building 2). Both of these requirements have been exceeded with 61.7m sq. m and 24.2 sq. m of storage for waste achieved respectively. In Building 1, there would be a central retail/commercial refuse store with access from Breslyn Street. The landlord would engage the services of MCC or a private waste company who would provide a sufficient number/type of Eurobins, depending on the future use of the retail/commercial units. The Eurobins would be collected on a weekly basis (or as required), with the refuse collection vehicle gaining access via Mirabel Street.

Bin stores access gates are proposed on Mirabel Street for Building 2. There is also a 2m-wide secure alleyway proposed beside the railway viaduct which links Mirabel Street to Great Ducie Street. Waste would be collected via this alleyway for Building 1. Other servicing would take place on-street via the servicing bay on Great Ducie Street located in front of the commercial units.

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 is not located within any statutory or non-statutory nature conservation sites and no records of protected or notable species have been found at the site. The Ecological Survey confirms the site has low suitability as a bat activity habitat, with the highly urban setting making it very unlikely that bats would be present in the vicinity. Even if they were, the ecologist considers that they would be unlikely to be present in high numbers. The highly urbanised setting of the site means that there would be a negligible impact upon any low intensity bat activity that takes place. The Ecological Survey confirms that no additional bat activity surveys are required and concludes that there is no potential for bird nesting to take place so no further surveys or supervision associated with nesting birds is recommended.

Greater Manchester Ecology Unit state that bats are known to roost very close by. However, as no evidence of roosting bats was found on the building, they would agree with the assessment that the existing building has negligible potential to support bats and overall there should be no ecological issues associated with the proposal.

Planting would be encouraged on the roof terrace as well as ecological enhancements at the site. These measures have been conditioned.

The applicant has reviewed the feasibility of incorporating street trees and there is potential to include one on Mirabel Street. There are many constraints on Great Ducie Street above and below ground that would prohibit tree planting. The planting of street trees has been conditioned in order to explore this further.

Archaeology

The site was developed in the early 1830s when the present streets were laid out and buildings had been erected by the early 1840s. Vestiges of these buildings survive on the eastern side of Mirabel Street but the building has been remodelled extensively and is of no archaeological interest.

The site does not contain any designated heritage assets. It is anticipated that an initial programme of further investigation would be required, involving evaluation trenching. Should the evaluation reveal significant, intact archaeological remains, an open-area excavation may be required. Any archaeological works would require a Written Scheme of Investigation (WSI) to be produced in consultation with GMAAS and should be concluded at the earliest possible opportunity. A condition relating to a programme of archaeological works is recommended.

Local Labour

The applicant would work with the Work and Skills Team to ensure that employment opportunities 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 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 is recommended regarding a construction management plan.

Contaminated Land and Unexploded Ordnance

A Phase 1 Preliminary Risk Assessment has been carried out. Potential contamination sources affecting the site were identified as heavy metals, PAHs, sulphate, asbestos, other inorganics/organics and gas (carbon dioxide and methane). These contaminants may pose a risk to site users (via ingestion/dermal contact/inhalation pathways and explosion), controlled waters (via migration through permeable strata / preferential pathways), buildings and structures (direct contact and explosion) and water pipes (direct contact).

The preliminary geotechnical assessment has also identified the following potential risks which would need to be investigated:

- Possible deep made ground with in-ground structures and former basements.
- Unknown type, strength and depth of superficial and bedrock.
- Unknown depth of groundwater.
- Sulphate content of made ground and natural ground.

A Phase 2 intrusive survey will be carried out across the site to investigate the identified potential pollutant linkages further. Any recommended mitigation measures would then be carried out and a condition is recommended.

Additional responses to statutory consultee and neighbour comments

Piling works are envisaged for the development. A pile free zone would be provided at the interface with the viaduct. Vibration monitoring apparatus would be implemented prior to commencement of piling activities. Details of piling works have been conditioned, as well as details of the Basic Asset Protection Agreement (BAPA) and the use of Tower Cranes as requested by Network Rail.

The balconies facing the viaduct would have enclosed glazing and the slot windows would be on restrictors. The selection of any trees would take account of Network Rail's requirements where possible. Local car park operators have confirmed that space could be made available should residents wish to source a space.

The site boundary has been amended to remove a small section of highway from the site which does not have any impact on the scheme.

The scheme has been developed in consultation with Statutory Consultees, key stakeholders and adjoining owners and occupiers. Residents, land and property owners, and businesses were invited to a public exhibition in July 2018 and a leaflet about the event was hand-delivered to business and homes. The attendance at the first exhibition was low and a second was held in December 2018.

The building would be built as close as possible to the party wall and would cover the majority of the party wall. It would however, be pulled back slightly from the edge on Breslyn Street which will expose some brickwork. Suitable weathering would be detailed to negate the need for maintenance of the wall except for exposed areas. The construction and detail of the wall will be subject to Party Wall Agreement legislation.

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

CONCLUSION

The proposal would support regeneration, contribute to the supply of new homes, provide significant investment in the City Centre supporting the economy, and create direct and indirect employment. The proposal is in accordance with National and Local Planning Policies. The development would make a positive contribution to the

streetscene. No harm to heritage assets has been identified. There would be public benefits and the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 have been addressed.

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

MINDED TO APPROVE subject to a legal agreement in respect of a reconciliation payment of a financial contribution towards off-site affordable housing

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:

Ground Floor Layout L(--)000 e
Typical Floor Layout (Level 01 -02) L(--)001 a

Typical Floor Layout (Level 03 -04) L(--)003 a
 Typical Floor Layout (Level 05 -09) L(--)005 a
 Proposed Floor Layout (Level 10) L(--)010 a
 Typical Floor Layout (Level 11 -13) L(--)011 a
 Roof Plan Layout L(--)014 a
 Existing Site Plan L(--)100 a
 Proposed Site Plan L(--)101 a
 Location Plan as existing L(--)150 a
 Location Plan L(--)151 a
 North Elevation / Section AA L(--)200 b
 North Elevation / Section BB L(--)201 b
 East Elevation as proposed L(--)202 a
 East Elevation / Section CC L(--)203 a
 South Elevation as proposed L(--)204 a
 West Elevation as proposed L(--)205 _
 West Elevation / Section DD L(--)206 _
 Façade Study 1 L(--)210 _
 Façade Study 2 L(--)211 _
 Façade Study 3 L(--)212 a
 Façade Study 4 L(--)213 _
 Façade Study 5 L(--)214 _
 Façade Study 6 L(--)215 _
 Façade Study 7 L(--)216 a

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, including the roof terrace, and drawings to illustrate details of the full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining, details of the glazing and a strategy for quality control management.

(b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

The development shall be carried out in accordance with the approved materials.

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

4) (a) 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.

5) a) Prior to the commencement of development, a programme for the submission of final details of the landscaping, lighting, ecological enhancements, public realm works and planting of street trees 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 pavements adjacent to the site, and/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.

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

Reason - In 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.

7) Full detailed designs (including the introduction of traffic regulation orders and other potential traffic measures if required) of all highways works, including the provision of a new car club bay, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to any works to the highway commencing. The highway works shall be implemented in accordance with the approved details prior to any part of the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

8) 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.

9) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential accommodation in the development hereby approved is first occupied.

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

10) Prior to first occupation of the development, electric vehicle charging points, the number and location of which will have been submitted to and approved in writing by the City Council as Local Planning Authority, shall be made available and be operational at the development. The development shall be carried out in accordance with the approved details.

Reason - To ensure a sustainable development, pursuant to policy DM1 of the Core Strategy.

11) Piling or any other foundation designs using penetrative methods are not permitted, other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater and/or damage to nearby viaduct structures as operated by Network Rail. Details of any vibro-compaction machinery / piling machinery or piling and ground treatment works that need to be undertaken shall be submitted to and approved in writing by the City Council as Local Planning Authority before any works of this nature commence. For the avoidance of doubt, it must be demonstrated that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track. The development shall be carried out in accordance with the approved details.

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

12) 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.

13) 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 thereafter.

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 DC26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

14) The external roof terrace amenity area shall not be used until the hours of use for the terrace and details of its management and how it would be used have been submitted to and approved in writing by the City Council as Local Planning Authority. The roof terrace shall be used in accordance with the approved hours and details thereafter.

Reason - In order that the local planning authority can achieve the objective of protecting the amenity of local residents in accordance with saved policy DC26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

15) Before any commercial 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.

16) 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.

17) 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 residential use) 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.

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

Air Quality Assessment prepared by NJD Environmental Associates, dated August 2018, ref. NJD18-0075-001R

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.

19) 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 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.

20) a) Before works to the residential units commence, a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads including Great Ducie Street and Trinity Way and other noise sources such as the nearby Victoria Station train line and the Manchester Arena shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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

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

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

Due to the proximity of the development to the Victoria Station train line it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

b) Upon completion of the development and before any of the apartments are first occupied, 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 give the results of post-completion testing to confirm that the required internal noise 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 development is first occupied.

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

21) 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.

22) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The

works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation through trial trenching
 - dependant on the above, targeted open area excavation and recording
2. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

23) 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.

24) 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.

25) 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.

b) Within six months of the first occupation of the development, a revised Travel Plan which takes into account the information about travel patterns gathered 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.

26) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being first occupied. The car parking spaces shall then be available at all times whilst the site is occupied.

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

27) The three different 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 residential and commercial aspects of the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

28) 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.

29) 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. 2008/0232/CIS/04 Version A, dated 10 August 2018, 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.

30) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area, a new television signal survey shall be submitted to the City Council as Local Planning Authority that shall identify any measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the Baseline Television Signal Survey & Television Reception Impact Assessment by GTech Surveys Limited, received by the Local Planning Authority on 20 December 2018.

The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To assess the extent to which the development during construction and once built will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, in the interests of residential amenity, as specified in policy DM1 of Core Strategy.

31) The residential apartments shall not be occupied until a Residents' Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The Residents' Management Strategy shall include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries. The Residents' Management Strategy shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - To ensure the development is managed in the interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

33) Prior to the erection of any gates to secure the 2m wide alleyway between the Great Ducie Street building and the adjacent railway viaduct, full details including scaled drawings, proposed location, design, fixing details and a specification of the gates 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.

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

34) No development shall commence until details and written evidence of a signed Basic Asset Protection Agreement (BAPA) , as well as details of any required use of tower cranes, has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development adjacent to Network Rail structures, 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: 122280/FO/2019 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

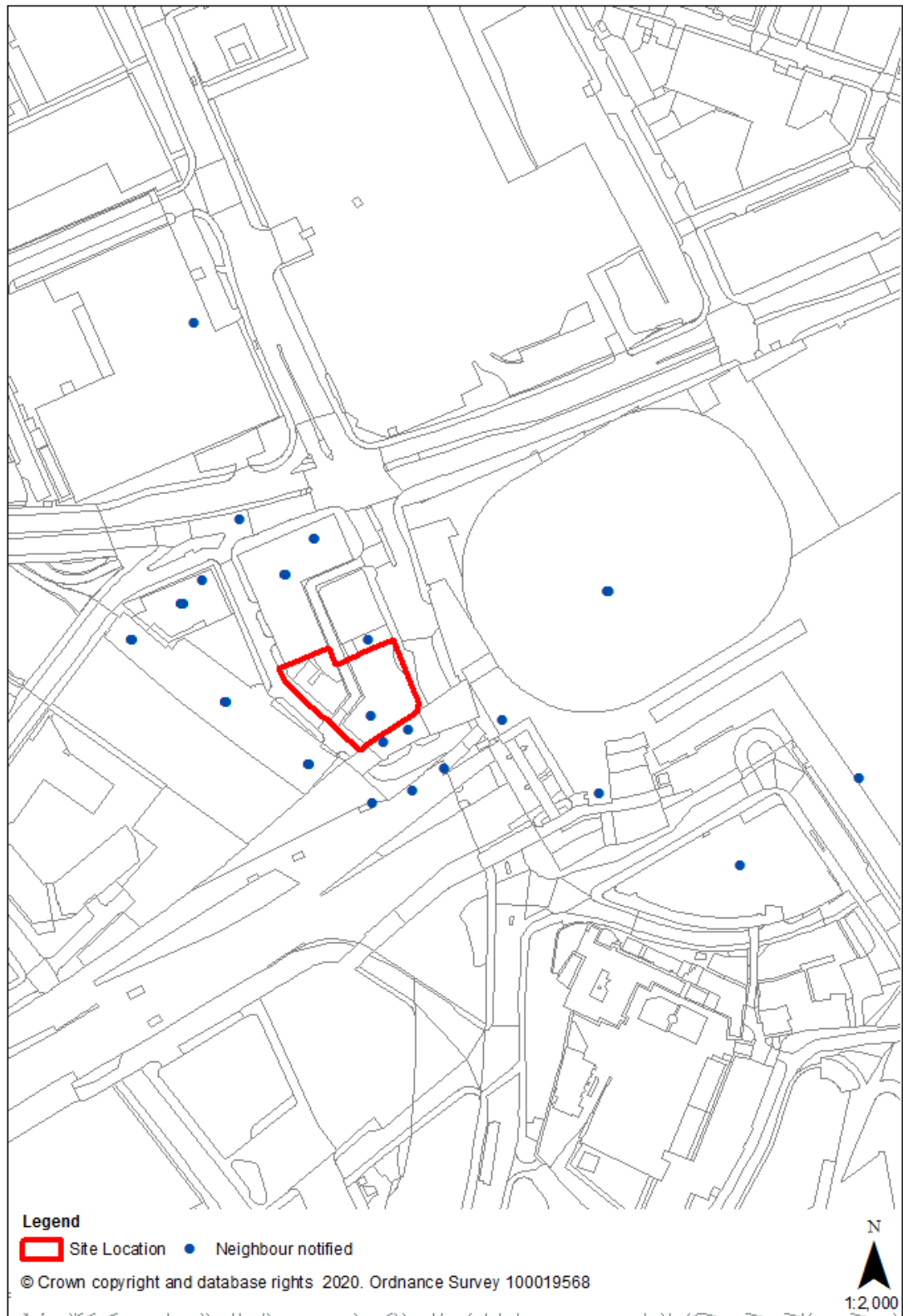
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
City Centre Regeneration
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail

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

Representations were received from the following third parties:

Highway Services
 Environmental Health
 MCC Flood Risk Management
 Oliver West (Sustainable Travel)
 Greater Manchester Police
 United Utilities Water PLC
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 Network Rail

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



Application Number	Date of Appln	Committee Date	Ward
126328/FO/2020	25th Feb 2020	17 th Dec 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.

This application was presented to Planning Committee in November 2020 but was deferred for a site visit.

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 façade 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. Grogan, 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.

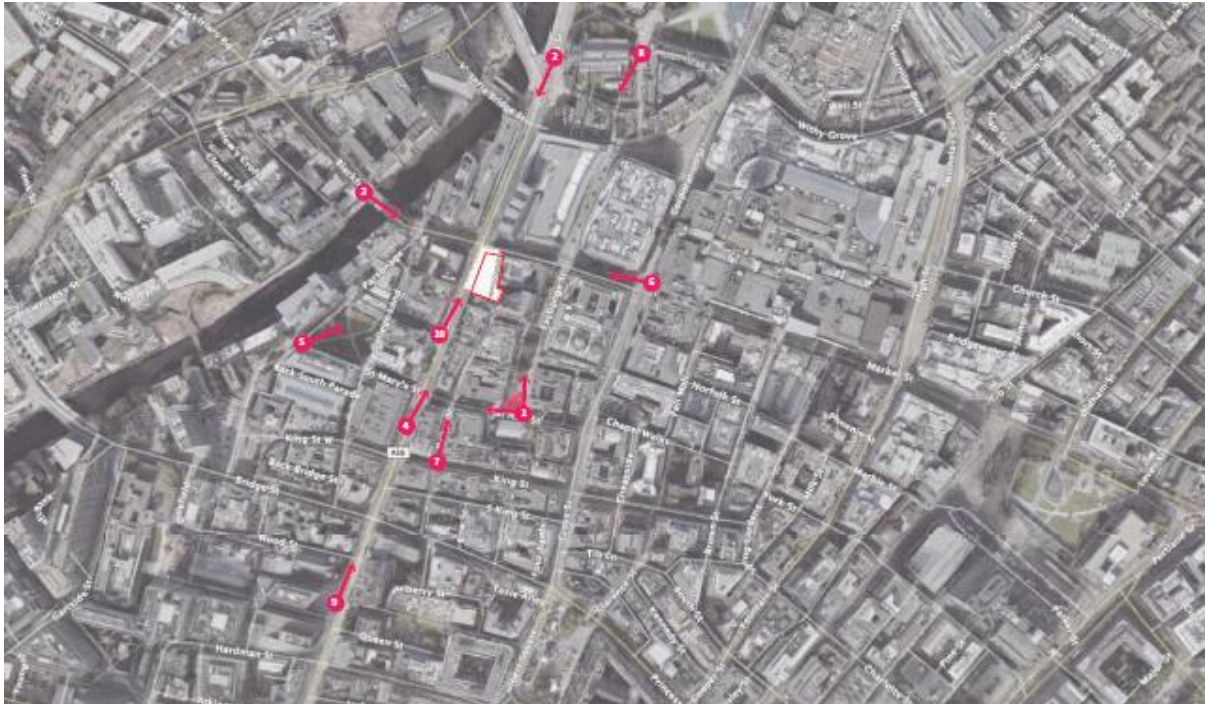
The Townscape and Visual Impact Assessment (TVIA) assesses the baseline position of the site's location and its impact on the heritage assets. The existing building is appropriate to the dense urban grain of the city centre and it addresses this key corner at Deansgate and St. Mary's Gate. However, it 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

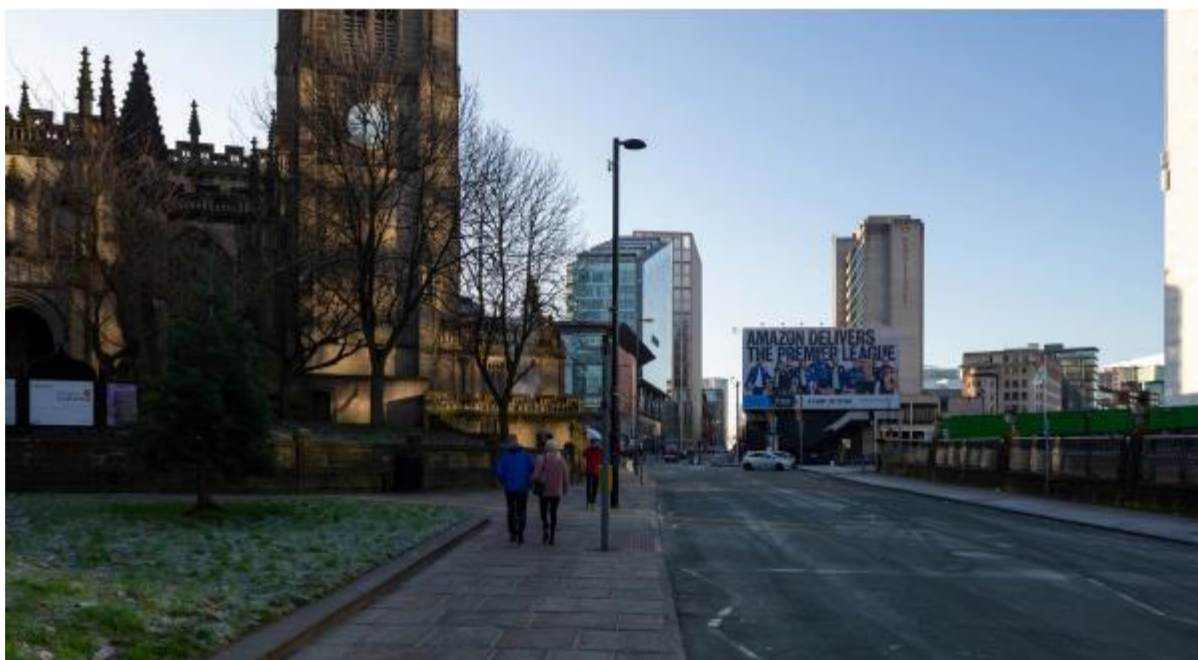


View 1 Proposed

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 exiting 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 environment 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 (APSH) 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**

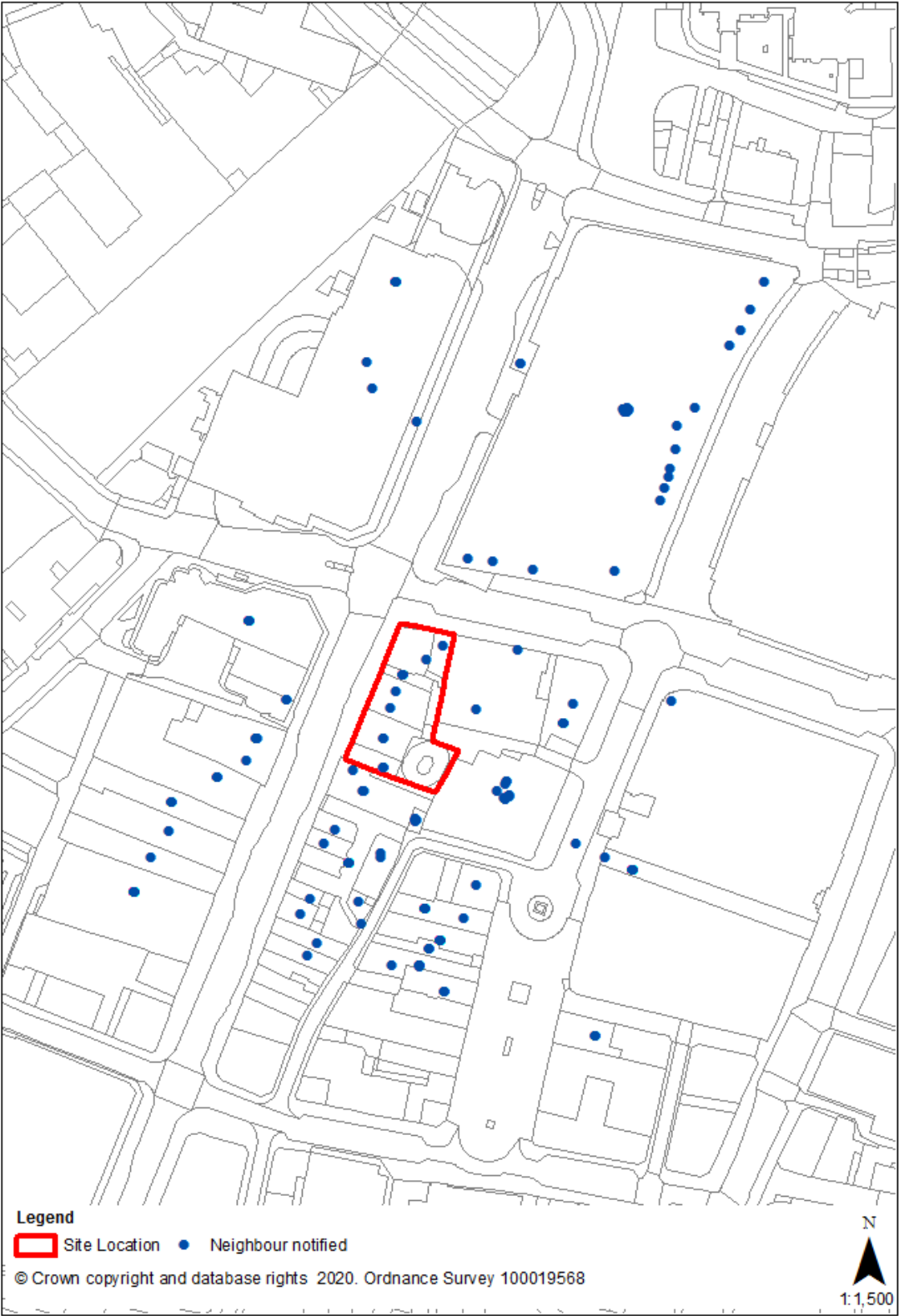
City Centre Regeneration
 Central Neighbourhood Team
 Work & Skills Team
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians 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
126308/FO/2020	10th Mar 2020	17 Dec 2020	Deansgate Ward

Proposal 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.

Location 2-4 Whitworth Street West, Manchester, M1 5WX

Applicant Mr Stuart Howard, Maizelands Ltd and Arringford Ltd, C/o Aberdeen Standard Investments, C/o Agent,

Agent Mr Keith Jones, JLL, One Piccadilly Gardens, Manchester, M1 1RG

EXECUTIVE SUMMARY.

The proposal is for the demolition of 2 to 4 Whitworth Street West and the construction of an 8 storey hotel with retail, food and drink use on the ground floor. Rowendale Street would be closed and the building would occupy the street and the plots either side.

There have been 2 letters of support and 57 letters of objection.

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 there could be around 96k visitors per year who would spend over £8m in the local economy each year. The hotel would generate 197 construction job years; 31.5 permanent FTE jobs (net) once it is fully operational; the ground floor commercial space is estimated to deliver 20 permanent FTE jobs and the development has an estimated annual rateable value of £600,000.

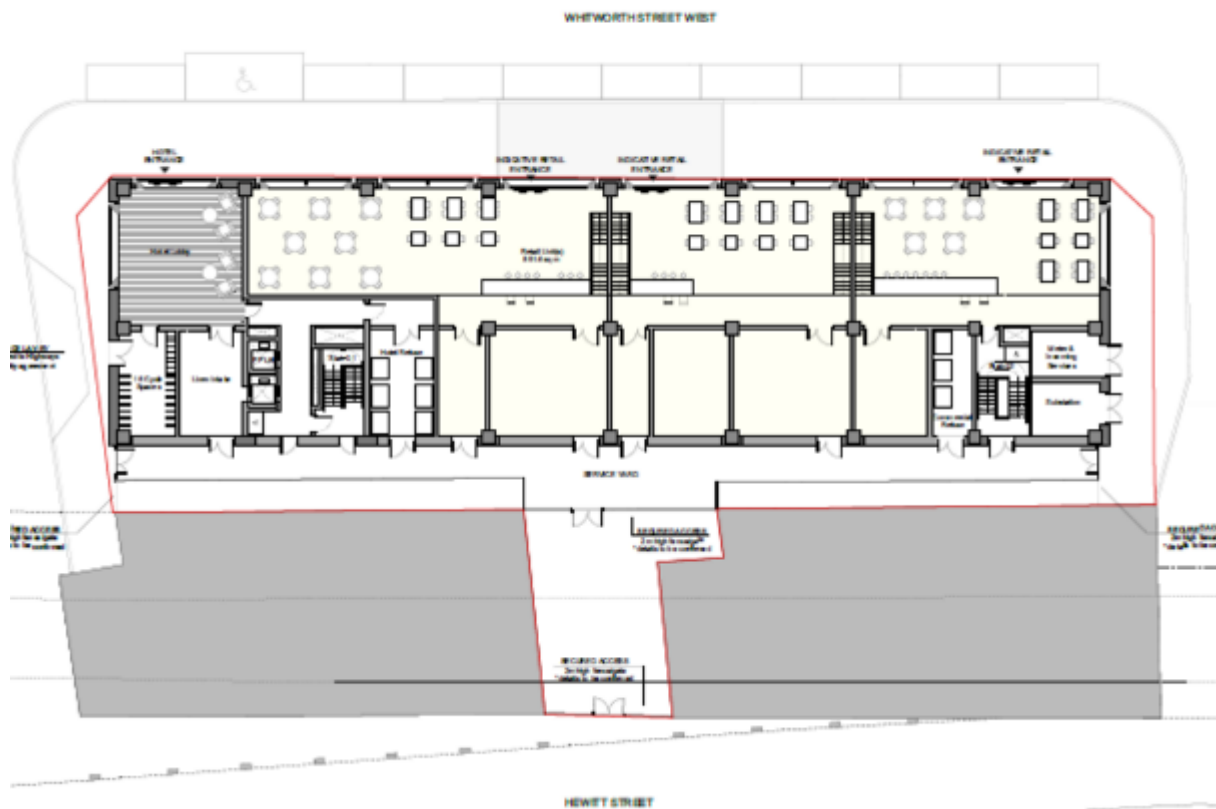
Heritage: The existing buildings are not listed and are not in a conservation area but a number of people have objected to their loss. The proposed development would bring significant public benefits, as detailed in this report. These include investment in the City Centre economy, job creation, both during construction and upon completion, supporting tourism, optimising the use of a site currently occupied by vacant buildings and providing a high quality building which would enhance the local area. 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 in the construction process to minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

A full report is attached below for Members consideration.

The Planning and Highways Committee deferred consideration of the application at its meeting on 22 October 2020 to allow additional visual information to be provided. Further drawings are below, providing more details as requested.



Ground floor site plan, showing site edged red









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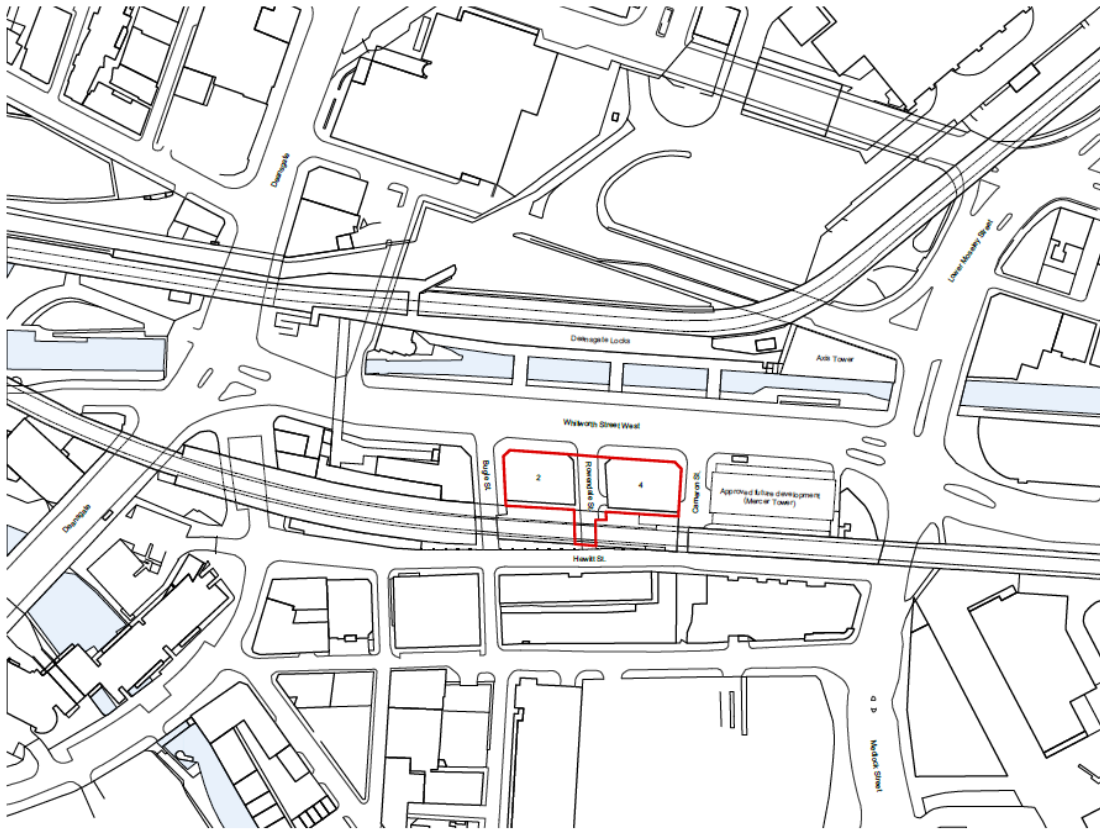
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A full report is attached below for Members consideration.

DESCRIPTION OF SITE AND SURROUNDING AREA.

The site is 0.1ha and opposite Deansgate Locks and the Deansgate Castlefield Metro Station and adjacent to the Deansgate train station. It includes 2 and 4 Whitworth Street West and is bounded by Cameron Street, Bugle Street and the rail viaduct. The site is bisected by Rowendale Street and includes the railway arch which runs between Whitworth Street west and Hewitt Street

2 Whitworth Street West is a four-storey, red-brick building which is vacant. 4 Whitworth Street West is a three-storey red brick building which is also vacant.



LOCATION PLAN 1:1250 @ A3



Surrounding area

The site is in an important strategic location at the southern end of Deansgate, close to key public transport hubs, to the south of the Civic Quarter and to the north of Knott Mill.

The Rochdale Canal is on the opposite side of Whitworth Street West and three pedestrian footbridges provide access to Deansgate Locks. Deansgate Locks comprises evening entertainment venues, built into the railway arches. The site to the east has planning permission for a 36-storey residential building. The elevated railway lines to the rear are at first floor level with the current buildings. To the south of the railway lines is an area characterised by a mix of employment and residential buildings. Beyond Bugle Street is a live music venue (Rebellion) and Deansgate Station is beyond this.

The existing vacant buildings on site are not listed. The railway viaduct and Deansgate Station are Grade II listed. Lock 90, 91 and Rochdale canal lock keeper's cottage at lock number 91, to the north are Grade II listed. Castlefield conservation area is located 120m west of the site.

This is a sustainable location, close to the Deansgate-Castlefield Metrolink stop and Deansgate and Oxford Road Railway Station.

DESCRIPTION OF DEVELOPMENT

The application proposes the demolition of 2 and 4 Whitworth Street West, stopping-up Rowendale Street and the construction a seven-storey hotel. The ground floor includes flexible retail / food and drink units plus refuse storage and secure cycle storage for 16 cycles and access to the hotel. The ground floor units have double floor to ceiling heights which would provide scope for a partial mezzanine floor. The first floor would provide the core hotel services, including kitchen, laundry, offices and guest cafeteria and 12 bedrooms, including 2 accessible rooms. A typical floor would include 28 rooms, of which 2 would be accessible, 12 family rooms and 14 standard rooms. Overall, there would be 152 rooms. The proposal requires the closure of Rowendale Street.

The commercial units and the hotel would be accessed from Whitworth Street West. The cycle store would be accessed from Bugle Street and the substation from Cameron St. Service access would be from the gated alley behind the building. A service yard would provide access to waste storage area. Once stopped up, Rowendale Street will be fenced and gated to control access.

The building would be seven storeys, a double height ground floor with six storeys above, with an additional plant storey at roof level. The total height of the building would be 27.45 metres. The design and appearance of the building borrow heavily from buildings in the surrounding area to ensure that the proposed façade ties in with the local character of the area.



The building would have a double order open base which would incorporate large, double-height windows. Above this, would be a simple, repetitive middle section within which would be the hotel rooms. Along the top of the proposed building would be a solid frontage and simple signage to the right.

The building is of brick appearance, with textured masonry panel detailing worked into the design, to complement the built development in the area.

The building would be fully accessible. Guests would be assisted by the choice of lighting, signage and colour within the development. This includes access for the general public, as well as for people and employees. The hotel would provide a minimum of 5% of fully accessible rooms, spread across all floors to ensure a truly inclusive design.

The hotel would ensure that inclusive access is available at each level for occupants and visitors and the design does not present barriers to people with disabilities. There would be step free routes to all parts of each building and lift access is provided. Entrances to the hotel and retail units would be clearly identifiable and have level access. Manifestation would be applied to all ground floor glazing for partially sighted people. The entrance lobby and reception areas would be well lit, free of obstructions and with plenty of space for circulation. The hotel reception desk would be designed for ease of use by wheelchair user. All areas will be clearly signed and a fully accessible toilet would be provided at first floor level. Lift access is provided to all hotel floors and would meet the statutory requirements in terms of car size, door opening and clear landing. Escape stairs have been designed to ambulant disabled standard to meet the requirements of Part M of the Building Regulations. Stair core lobbies would have disabled refuges on all upper floors.

Given the site's sustainable location and close proximity to a number of public transport routes, it is considered there is no requirement for any car parking to be provided as part of the development. The application includes a single parking bay for a disabled guest and there are three bays for disabled people on street opposite Cameron Street. The Q-Park at First Street is some 350m via a level access route from the proposed hotel and accommodates 28 disabled spaces. The car park has fully serviced lift facilities.

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 hotel includes 16 secured cycle spaces and lockers. The stores would consist of a combination of two-tier and semi vertical bike racks. As part of employee welfare for the hotel, personal secured lockers will be located in the staff room at first floor level.

Dedicated refuse stores would be located to the rear of the building and the hotel and commercial unit would have separate dedicated stores which have been sized in accordance with the GD04 document. Nine 1100 litre eurobins will be provided, 6 for the Hotel and 3 for the commercial units including separate eurobins for recyclable waste. Bins would be wheeled from the refuse store directly outside and collected from the street side on Bugle Street. A private, licenced waste collection company would collect the waste 5 times per week for both the hotel and the commercial unit. The bin stores have been sized to accommodate this frequency of collection.

CONSULTATIONS

The proposal has been advertised as a major development, being of public interest, affecting the setting of listed buildings. Site notices have been displayed and notification letters were sent to local residents and businesses. There have been 2 letters offering general support and 57 letters of objection.

Common to most of the objections are concerns regarding the appearance of the proposed building, and the loss of two important heritage buildings. Sustainability issues are also raised, questioning why the existing buildings cannot be re-used, and comments also state that the proposals are not in accordance with planning policy include references to planning policy.

In terms of the details included in the objections, the following specific points are raised.

Design and appearance

The proposed building is incredibly generic and could be anywhere. It's not worthy a prominent position in Central Manchester on a main thoroughfare and certainly not a worthy replacement of buildings that do not need replacing!

Manchester City Council's Core Strategy States that Development in all parts of the city should; Make a positive contribution to the neighbourhood of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment. I feel that this application fails on all these guidelines.

The proposed building lacks any character or enhancing features. In fact it is just a box that is completely bland and offers nothing to improve the visual quality of Whitworth Street.

Poor quality modern box which is 7 storeys which is totally out of keeping with the location, whereas existing buildings are level and line with the railway arches.

Policy SP1 of MCC's Core Strategy States:

Development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:-
- Creating well designed places that enhance or create character...
- ...Protect and enhance the built and natural environment.

This proposal fails on all three accounts. There is no positive contribution that such poor architecture can make and there is certainly no enhancement or character creation with a proposal so bland. The proposed building is similar to the applicant's existing premises at 22 Great Ancoats Street which are a blot on the streetscape. The proposed building has a flat roof and generic fenestration which offers absolutely nothing to improve the visual quality of Whitworth Street West.

Paragraph 6.8 elaborates on this:

Good design can contribute to neighbourhoods of choice by making the most of the heritage and natural environment and helping enhance or create a recognisable and welcomed character to the area...MCC (are) a responsible agency for delivering this strategy.

Given the council are responsible for implementing this strategy, they should be insisting on a high quality and memorable design. There are several unfortunate examples, across the city, of what poor architecture can do to the built environment. The proposed hotel fails to create a 'recognisable and welcomed character to the area.' The design could be found in any Western city and it is incredibly generic. 2-4 Whitworth Street West's red brick facades and fenestration are absolutely unique to warehouse buildings in Manchester. We have lost so many of these buildings and I see scant reason why these two should be next.

Policy CC9 also states:

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. No attention has been given to the context of this development. It uncomfortably sits on Whitworth Street West and proposes a generic and homogenous style of architecture which is out of keeping with the rest of the street.

Paragraph 8.52 states:

Although the City Centre needs to be able to change in order to accommodate growth and the changing requirements of development, it is important that the character of the City Centre is recognised as a key determinant of decisions to invest in the area. This proposal will be to the city's detriment and I urge you to seek a new design proposal from the developer which retains 2-4 Whitworth Street West.

Scale. Should the applicant retain 2-4 Whitworth Street West, I would have no objection for them to go higher at the rear of the property. This could create a really interesting landmark building whilst retaining two Victorian and Edwardian heritage assets.

Any redevelopment of this site should incorporate 2-4 Whitworth Street West. The applicant's consultant has stated that the proposed design is similar to other warehouses such as Asia House. I find this deeply insulting that a 7 storey box can, in any way, rival the carefully planned Victorian proportions of our built heritage.

The building that is planned will be bland and uninspiring.

Another bland box with zero architectural merit, the type that could be found in any municipal town in Europe, whilst the loss of two historic buildings which would, when carefully repurposed, add significantly to the streetscape. The city deserves better. Much better. Rather than pander to a low end hotel chain that wants to turn a fast profit at the expense of adding anything of quality to the city, MCC should set its sights considerably higher and look to a developer who will treat the site with respect. Dull, bland, unimaginative, cheap.

Any redevelopment of 2-4 Whitworth Street West should incorporate the pre-existing warehouses which form a coherent framed grid around the railway viaduct in a stretch of buildings that cover the whole distance from Piccadilly Station to Castlefield. In and around the historic Knott Mill district, several former warehouses have been very successfully converted to much praise around Little Peter Street and Jordan Street. These plots of land on Whitworth Street are vital to the successful neighbourhood development of this area. The current buildings complement and contribute positively to the area. They fit in with the Grade II listed Deansgate Station and viaduct. It is simply that the present uses of these buildings do not contribute positively to the area. New uses would be welcomed. Re-imagining designs are welcomed. Any conversion of these buildings will be welcomed but destructing our Mancunian industrial heritage to rubble and allowing the construction of a new build plain, boring, rectangular box, amounts to intentionally ripping up one of the core facets that makes Manchester so so special. The planners, investors, and committee members wouldn't voluntarily chose to replace their house with a prefab portacabin-style shelter. Why would they pursue the same for Manchester? The application should be rejected for contravening Manchester's own policies including Mancunian Heritage Motion - for failing to contribute positively to the preservation of our unique industrial heritage.

Loss of heritage buildings

The proposed development will seriously affect the setting of the listed buildings whilst it looks to remove two buildings which positively contribute to the setting of listed buildings. There is no coherency with the proposal. It is a building that could be

anywhere and not in a prominent position in Central Manchester on a main thoroughfare. It is awkwardly juxtaposed to its surroundings and is particularly poor in design.

I have concerns about how overbearing the scheme will be on neighbouring heritage assets namely Deansgate Station and the associated railway viaduct which are both listed at Grade II. Policy CC 9 Design and Heritage states: Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments...developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

I hope you will refuse this dull and cumbersome application whilst implanting the vision set out in The Core Strategy whereby Manchester is seen as:

A City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced.

Also, a City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised. Manchester deserves better!

The buildings could be saved and repurposed

I want these buildings saved. Stop ruining the heart and soul of Manchester by turning into another bland and characterless city.

I object to the plans to demolish the two Victorian warehouses. The reason that I object is that these buildings represent our history; the complex makeup of our city. All that another generic hotel will serve is hen/stag parties and football fans in a building that looks like every new building that has gone up in recent years.

The demolition of the two red brick building would have a detrimental effect on the local area. Other similar buildings in the local area such as the hacienda building have already been demolished and these are vital to show the history of the city and add unique character to the area.

There is adequate vacant space in the close vicinity (such as the First Street development) on brownfield sites where this would be appropriate. In addition, the current buildings can provide a wide verity of uses and are in good condition. It's a waste of resources to remove them.

With the current pandemic is it highly likely that these building will be knocked down and nothing will be built on the site for many years. We saw this after the 2008 crash.

Having empty spaces in the city centre is a waste of land. Please refuse this development to save a little bit of Manchester's history.

Please do not destroy these historic buildings. Don't lose all of Manchester's heritage.

With the demolition of an adjacent warehouse a few years ago, there won't be many buildings of heritage left on this particular stretch of Whitworth Street West if we lose them too.

Not only are the existing buildings on the site a fantastic example of Manchester's rich cultural heritage, but the proposed new development is also bland, generic and entirely out of keeping with the area.

I note Policy SP1 in MCC's Core Strategy stating that development in all parts of Manchester should be well designed, protecting the built & natural environment and make a positive contribution to their environment. I find it difficult to see how the proposed development would meet even one of these criteria, let alone all three. It is my hope that yourself, and the wider team at MCC, will have the sense to reject this proposal which risks contributing to Manchester's transformation from one of the country's leading urban centres into a boring, uninspiring, identityless, second rate city.

I could not object more strongly to this development. We have already lost much of our industrial heritage of the city to unsympathetic redevelopment. These are functional, attractive buildings that form part of the industrial nature of the city, something that is being lost, building by building, replaced with modern structures with no individualism or character. This provides no benefit at all to the residents of this city, and the profiteering should be tempered with the need to preserve the character of the city that birthed the industrial revolution.

Manchester should be building on its heritage not destroying it. Some careful modification should be considered rather than blanket destruction .

We can build plenty of new build buildings but not any new Victorian ones!

These buildings should not be demolished and surely could easily be, and must be refurbished. They are a perfect example of Manchester architecture which is a huge part of the character of our city. To lose more buildings like this, so unnecessarily is outrageous.

I have concerns about how overbearing the scheme will be on neighbouring heritage assets namely Deansgate Station and the associated railway viaduct which are both listed at Grade II. Policy CC 9 Design and Heritage states: Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments....developers must recognise the specific design

challenges that must be overcome to ensure complementarity of function and form.

New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment. The proposed development will seriously affect the setting of the listed buildings whilst it looks to remove two buildings which positively contribute to the setting of listed buildings. There is no coherency with the proposal. It is a building that could be anywhere and not in a prominent position in Central Manchester on a main thoroughfare. It is awkwardly juxtaposed to its surroundings and is particularly poor in design.

I hope you will refuse this dull and cumbersome application.

It is inconceivable to me that in 2020, with all the loss of heritage that has gone on in central Manchester in recent years, such proposals are still even being considered. This is a city with an exciting and unique architectural landscape, but this is disappearing before our very eyes. I, like many people who have moved here in the past 20 years, feel like everything that is unique and wonderful is being destroyed, and this includes not only cultural features, but also the built environment. I used to take my many visitors around central Manchester and quip that it is a red-brick city, but that is increasingly untrue. It is becoming a city of cheap cladding and glass, architectural traits that can be found all over the planet and can do nothing but dilute Manchester's character. People do not move here for glass and cladding. They move here for the unique urban culture – and this is both cultural and architectural. It is in grave danger of disappearing completely and I know many people who are considering moving away for this reason, myself included.

How can MCC still be considering the demolition of the unique and well-loved industrial architectural landscape when every other city I know in Europe and Australia moved decades ago to incorporating existing buildings into new designs to retain character? It is like Manchester is stuck in 1965. The design for the new building DOES NOT in any way resemble what is there now. It is a cheap-looking, generic box of a design.

The design of the redevelopment of the site should incorporate 2-4 Whitworth Street West. A well designed building including the character of the existing warehouses will enhance the area instead of summing it down with a rubbish boxy design. Please avoid making the wrong decision so that yet another part of Manchester's heritage. Development in Manchester City Centre should preserve or enhance the heritage assets including listed buildings, conservation areas and scheduled ancient monuments.

The plans show you wish to remove two beautiful buildings and replace them with a building that is not at all sympathetic with its environs and is lacking in character. 2-4 Whitworth Street west are beautiful Victorian buildings and are a reminder of our history. To knock them down and replace them with a characterless box building is morally wrong. It will detract from the urban beauty of the locality; the plans provide no positives at all. In addition, given the devastation that the essential lockdown is having on the hospitality industry and many others there is a very real chance that these stunning buildings will be knocked down and nothing will replace them. Given

the unique times we are living in I think it would be irresponsible to allow that risk to happen and no decisions should be made until the economy has recovered. I cannot see why you would allow a building of beautiful architecture and history to be replaced by a building that at best could be called utilitarian and at worse, well, for that the list is endless.

It would seem obvious to anyone with the slightest bit of sense that this is a terrible idea. The loss of these heritage assets in place of a dreadful looking box seems almost callous to be frank. It would quite clearly be detrimental to the character of the area and be yet one more step towards making this city unattractive. Absolutely not befitting the countries second city status and yet another truly disgraceful planning calamity.

I am alarmed at how, recently, we seem to be losing too many old historical buildings. The red brick mills give Manchester its character and they are part of the city's heritage. Please think about this. I am sure Travelodge can find have enough money to do a nice restoration rather than demolish them completely and build some ugly and cheap quality building instead.

While the rapid growth of Manchester City Centre is of great benefit to residents of the Greater Manchester area I feel that replacing historical architecture with identikit modern buildings is detrimental to the cultural heritage which makes Manchester so unique.

As a business owner with offices in Manchester city centre the cultural heritage is of great importance in attracting talent to the city which fuels business growth. Removing historically interesting and important buildings weakens Manchesters appeal and power as a growing hub of business. Please reconsider this application and insist that the existing buildings are used and preserved in any permitted development.

Demoling old Victorian and Edwardian warehouses that have shaped the base of Manchester's History for centurys will not do well to our economy or to the current and future image of our City.

As Manchester expands, we are losing more and more of the red brick warehouses and buildings that lend the city centre it's unique character. If we demolish more of these buildings and replace them with homogenous soulless boxes with little artistic or architectural merit, we risk stripping the soul and heritage out of the city. Why can't these buildings be innovatively renovated or altered to retain their original atmosphere but also reflect an changing city with evolving needs? This planning application lacks imagination and as a resident of the city centre for the last 7 years (and having lived nearby for far longer than that), I know that it does radical Manchester no service at all.

The success of these builds are not just in the design but in the fact that they did not compromise the heritage of the city. What is so wonderful about Manchester and what makes it attractive to local people and visitors from all over the world, is it's Victorian heritage. No one visits a city to look at the type of architecture that is being proposed here, they want to see the history and the beautiful historic architecture that you are proposing to demolish.

This particular part of the City Centre is popular and will become even more so once Deansgate Square is open. What makes it so attractive are the narrow streets like Hewitt Street and Little Peter Street that house interesting Victorian buildings such as a school, Castlefield Gallery and the arches. These connect via Bugle Street and Gilbert Street, through the viaducts onto Whitworth Street West and to unique red brick Victorian warehouses, with loads of character. This will become a thriving area once the development of the square is complete.

Demolishing these buildings will have the complete opposite effect of enhancing the character of the area. The proposed building in this application is completely devoid of any character and adds no positive contribution to the area. We have lost so many of these types of buildings in recent years. Yet those that have been renovated and reused have added so much to the character and success of the City in recent years. You only need to look at the Northern quarter to see this. These buildings should be cherished and put to good use.

There is no way that modern buildings could ever have the detail and character that these buildings have so it would be criminal to demolish them. The council need to be forward thinking in this respect and preserve our heritage. If this application goes ahead, it sets a precedent for more demolition of historical buildings.

I would like to see the buildings retained in some form and incorporated into new uses. I believe this is something that the majority of Mancunians also feel. I feel that it is important to retain heritage buildings where possible in such a central area, nearby to the Knott Mill regeneration area.

Great example of Manchester industrial architecture and far more beautiful than any new build. Stop wiping out Manchester history.

Sustainability

No net gain to Carbon neutral agenda targets.

Converting existing buildings to new use would reuse and recycle materials causing less embodied energy.

No green spaces or Carbon off-set

Other issues

Loss of employment uses - decisions in such a period of change due to Covid-19 should not be rushed into.

Loss of light creating a narrow sterile corridor facing Deansgate locks.

The cheap hotel chain will be a feeder for the Deansgate Locks venues, which are well known for anti-social behaviour.

There are ample hotel facilities at Hilton, and in First Street; there are also budget hotels in the area such as Premier Inn by Britons Protection as well as other Travelodge accommodation within quarter of a mile.

Manchester City Council are adversely affecting the human scale of this location with a building which is detrimentally over-sized for this location. It is a poor quality proposal and employment uses other than hospitality sector must be encouraged.

Even with soundproofing in the hotel, it will be inevitable that the hotel will have a negative impact on Deansgate Locks. As this is an important area for nightlife in the city, I think the existing establishments should be prioritised and any potential future conflicts be avoided at all costs. I believe it is only inevitable that the hotel and its guests will be disturbed by the liveliness of the area. Even if it's not to everybody's taste, this unique canal fronting nightlife district, should not be compromised by a soulless Travelodge.

A larger building will cast a shadow over my venue's outdoor balcony and canal-side terrace area. These are areas used by customers throughout the year – especially during the Spring and Summer months – where they enjoy uninterrupted views and direct light throughout the peak periods of business operation. Outside areas in Manchester city centre are extremely limited and having two such areas is critical to the success of the business. The terrace area attracts over 60% of venue bookings all year round and I believe the size and position of the building being proposed will cast a shadow over this area making it a less appealing space which would seriously impact the number of bookings and, subsequently, business profit.

There is enormous potential for beneficial use of this site. If the landowners permitted long leases, were flexible with uses, and made applications for sensitive conversions or extensions of the property these should be loudly welcomed. This application does not achieve that.

Giving the stream of hotel rooms that are due to be delivered in the next 18 months across the city there is no demand for this application which can be used to override the above inconsistencies with Manchester Council's policies.

We do not need another hotel in Manchester, we need more creative and local hubs, spaces where people can create or learn, especially in spaces with such history and so close to other art centres such as HOME. Can the council not see that the reason Manchester became so popular in the first place was for its working class, industrial heritage, so why on earth would you want to demolish those buildings that represent that history!

It's so upsetting that it would even be considered! If there was a dress from that era you wouldn't chuck it in a bin it would be in a museum, preserved for years to come, so why do you knock down these quality built buildings to make way for these cardboard boxes with as much craftsmanship as an Ikea malm bedroom set

SUPPORT

I support the proposed development as the site has been vacant for a long time.

Also please can I use this opportunity to recommend to councillors that a landscape strategy be drawn up for Whitworth Street West, which is currently a gaping car-dominated canyon. There is plenty of space to have the area remain open to cars,

but also introduce parallel cycle lanes, trees, wider pavements and maybe even a pocket park! Perhaps **S106** from this development could help pay for this.

The applicant has addressed the objections raised by providing submissions in response, and these are detailed later in this report.

Highway Services – No objections and recommend conditions regarding off-site works, servicing, CMP, Travel Plan and cycle parking.

Environmental Health – No objections and recommend conditions regarding deliveries, fumes, CMP, hours, lighting, noise, contamination, plant, waste and air quality

Flood Management – No objection and recommend conditions regarding surface water drainage.

Travel Change Team – No comments received

Greater Manchester Police – No objection. Recommended condition regarding crime safety measures.

Environment Agency – No objection.

Transport for Greater Manchester (TfGM) (Metrolink) – No objection.

Greater Manchester Archaeology Unit – No objection, subject to condition regarding site investigations

Canal and River Trust – No objection

Greater Manchester Ecology Unit – No objection

Pedestrian Society – No comments received

Network Rail – No objection.

POLICY

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

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

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a prominent site and the proposal would provide hotel accommodation in a sustainable location.

SO2. Economy – A hotel use is acceptable in this sustainable location and would add to the supply of high quality hotel accommodation. The development would support local employment during its construction and occupation phases.

SO6. Environment – The hotel would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Whitworth Street West. The design and appearance and landscaping would improve the street scene.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The proposal would support tourism close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality building

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of this area and would be fully accessible.

Policy CC4 ‘Visitors - Tourism, Culture and Leisure’ - The proposal would support the ongoing regeneration of this part of the city centre and support tourism.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrates that there would be minimal impact on the local highway network and use of sustainable forms of transport would be promoted.

Policy C1 ‘Centre Hierarchy’ - The proposal would be located in the city centre which is an appropriate location for such uses.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable. This is considered later in the report .

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would be low carbon. It would have no car parking, a travel plan and cycle provision.

Policy EN5 ‘Strategic areas for low and zero carbon decentralised energy infrastructure’ - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

Policy EN14 ‘Flood Risk’- Surface water runoff would be minimised.

Policy EN16 ‘Air Quality’ The proposal would not compromise air quality in this location.

Policy EN18, ‘Contaminated Land’ - Any contamination can be dealt with.

EN19 ‘Waste’ – The waste management strategy incorporates recycling principles.

Policy DM1 ‘Development Management’ - Careful consideration has been given to the design, scale and layout of the hotel.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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:

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy DC19 ‘Listed Buildings’ - The proposal would not cause significant impact on the adjacent listed viaduct together with minimising the impact on other nearby listed buildings.

Saved policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

Saved policy E3.3- The proposal would provide a high quality building along Whitworth Street West and would enhance the appearance of this main radial route.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of new developments. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

– Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to 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.

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.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council’s Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to “*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*”.

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the ‘*purpose of the planning system is to contribute to the achievement of sustainable development*’. The document clarifies that the ‘*objective*

of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy*' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Section 9 '*Promoting Sustainable Transport*' states that '*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 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment.* (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: 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.

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 (paragraph 131).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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 192)

In considering the impacts of proposals, paragraph 193 states that 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 goes on to state 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.

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.

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 197).

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Other legislative requirements

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

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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.

ISSUES

Principle of the proposal and the schemes contribution to regeneration

The Manchester economy and population should continue to grow over the next 20 years and the City Centre must provide amenities and services that encourage people to live, work and visit the City. The City Centre Strategic Plan outlines that the City Centre has an important role in providing homes and other facilities.

The principle of high density, mixed use developments, such as this is acceptable in this area. Tourism is a critical part of the City's economy generating around £4.5 billion a year and supporting 50,000 jobs. This includes 4.8 m overnight stays. This growth has been significant over the last decade with developments at the Etihad campus, HOME, National Football Museum, Peoples History Museum along with cultural/music events at the Manchester Arena and premier league football, plus the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport could add a further 10 million passengers over the next decade and the opening of The Factory will add a further 140,000 sq ft cultural space to the city. The provision of more hotel rooms is necessary to meet growing demand in this sector.

Hotel occupancy has remained high demonstrating the continued strength of the market. This is driven by cultural, leisure and business visitors. The operator is internationally recognised and has had a presence in the City for many years.

The ground floor commercial units would contribute to the vitality of the street scene and the hotel would use the site efficiently and meet demand for hotel accommodation. It would also deliver activity and footfall and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan.

Contribution to Economy

The application is supported by an analysis of the economic contribution of the proposed development, both in terms of economic benefit and job creation. Visitors staying in the hotel would generate a wider economic impact for Manchester when they go shopping, visit museums/theatres, clubs, concert venues and eat out in local cafes, restaurants and bars etc. The latest available data referred to in the analysis suggests that the average spend per night (excluding accommodation) for a visitor to Greater Manchester is £84.

The hotel would have 152 rooms. Taking account of the size of the rooms and the average occupancy rate for a hotel in Manchester, it is estimated that there could be 264 visitors staying in the hotel on a given day. This is equivalent to just over 96k visitors per year.

When the average spend per visitor figure is multiplied by the number of visitors, it is estimated that hotel visitors would spend c£8.1m in the local economy each year. This is equivalent to an annual GVA contribution of £2.7m.

The key findings of the economic assessment include:

- Tourism activity in Manchester supported 53,400 FTEs in 2018 and generated an economic impact of £4.86bn
- The proposed new hotel development is estimated to generate a net impact of 197 construction job years
- The hotel is estimated to create 31.5 permanent FTE jobs (net) once it is fully operational

- The ground floor commercial space is estimated to deliver a net effect of c20 permanent FTE jobs

Overall, the proposed scheme is expected to generate c. £19.4m of net additional GVA in construction, c.£1.3m per annum from permanent employment in the hotel and flexible ground floor space and c£2.7m in annual GVA from hotel visitor spend in the local economy.

The development has an estimated annual rateable value of £600,000 for the completed hotel development, which can be used to invest in strengthening public services and infrastructure.

Design and appearance

The building would be seven storeys, a double height ground floor with six storeys above, with an additional plant storey at roof level. The total height of the building would be 27.45 metres. The design and appearance of the building borrow heavily from buildings in the surrounding area to ensure that the proposed façade ties in with the local character of the area.

The building would have a double order open base which would incorporate large, double-height windows. Above this, would be a simple, repetitive middle section within which would be the hotel rooms. Along the top of the proposed building would be a solid frontage and simple signage to the right.

The building is of brick appearance, with textured masonry panel detailing worked into the design, to complement the built development in the area. Windows would be deeply recessed.

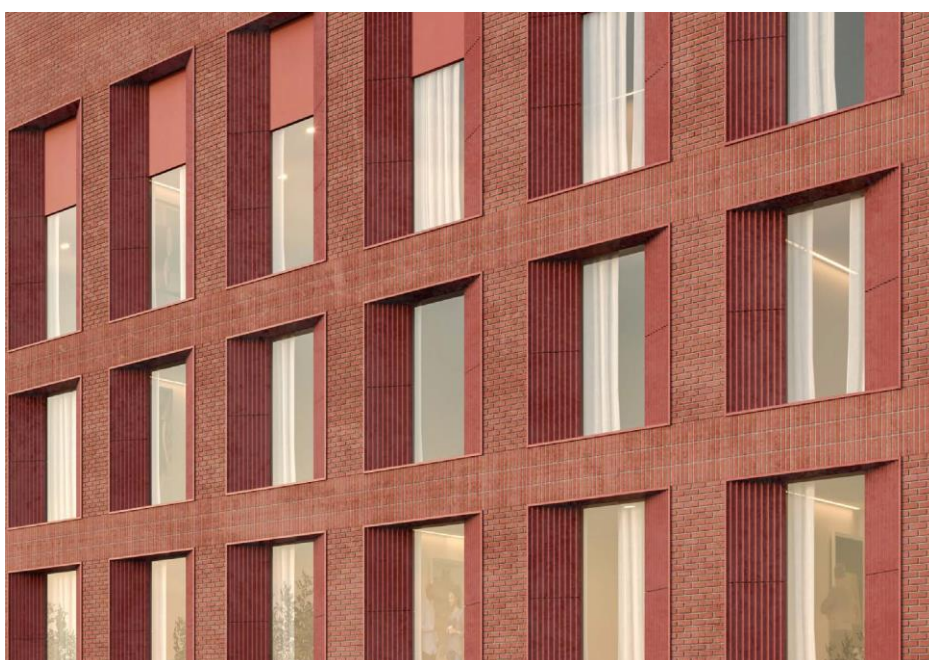
The scheme is a simple hotel building with commercial uses at ground floor level. Careful testing and consideration was then given to the scale and massing of the building and whilst taller buildings were explored, it was considered that a lower, mid-rise scale building would be more appropriate for the site given the extent of high-rise developments taking place in the surrounding area.

The scale of the hotel responds to its context including Deansgate Locks, Grade II listed viaducts and and would respond well to the pedestrian environment and relate to the scale of buildings elsewhere on Whitworth Street.



The character, scale and urban grain of Whitworth Street West has evolved over time. The grain of the street is a primary East-West axis, with secondary routes running North-South. Earlier building footprints tended to be smaller and fragmented but emerging schemes are larger and unified. Rowendale St has no strategic function and is cut through and its closure is acceptable in principle. Whilst this would change the Street pattern, it would allow the site to be developed comprehensively and would not unduly impact on permeability or pedestrian movement as Bugle Street and Cameron Street would remain open.

The linearity and regularised form of the of the scheme lends itself to repetition and efficiency which is clearly expressed in the façade design..The active ground floor uses would provide life and vitality to the street. The retail units would wrap the front corners of the building, maximising street frontage, as well as animating the street corners along Bugle and Cameron Street. The height of the base would complement Deansgate Locks.



Impact of the historic environment and cultural heritage

The existing buildings on the site are not listed and are not within a conservation area. However, they have some character and their heritage contribution has been assessed. This has concluded that their age, rarity, aesthetic interest, group value, archival interest, landmark status, social and communal value would not meet the criteria to be considered non-designated heritage assets.

The buildings date from 1908 and 1922 and are neither rare, nor of sufficient quality to distinguish them from other buildings of that period. The buildings are neither particularly old nor are they rare examples of pre-war and post-war Manchester commercial buildings.

Aesthetic interest relates to the intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics. The buildings have no special features or intrinsic design value; there is no local style or distinctive local characteristics. The two buildings are not distinctive to Manchester. The use of red brick and slate roof is characteristic of the City period but the buildings are not the work of known architects nor do they include any unusual decorative features or unusual technical design elements. The buildings do not have innovative design and or distinguishing character. The materials alone are not sufficient to identify the structures as NDHAs.

Group value is the grouping of assets with a clear visual design or historic relationship. Although the buildings were built at a similar time, they were designed as individual buildings and have no group value. There is no historic relationship between the two buildings or to the Station or the viaduct. There is no clear visual design between them or to the Station. The buildings have different styles, ages and design. They are all built of brick, but this in itself is not sufficient to warrant identification as NDHA. Their impact on the setting of heritage assets is not a reason for identification as a NDHA.

There is no identified archival interest and no records have been identified which link the buildings to events, people or enterprises of significant historical association. The buildings do not have landmark status.

No records have been identified which link the buildings to events, people or enterprises of either social or communal significance. The two buildings are not Victorian but date from between 1908 and 1922, and are Edwardian and post WWI.

When assessed using Historic England guidance, neither building has sufficient historic or architectural interest to be considered a non-designated heritage asset.

Whilst none of the building on site are listed or within a conservation area, the following listed buildings are nearby: The railway viaduct; Deansgate Station; Lock 90, 91 and Rochdale canal lock keeper's cottage at lock number 91; all Grade II listed. The Castlefield conservation area is located 120m west of the site.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated. Whilst a number of listed buildings

have been identified, the key listed and heritage asset affected by the proposal is Grade II viaduct. Other nearby listed buildings form part of the wider character and view of the proposal and have been considered within the Heritage assessment. These listed buildings represent the development of the railways and industry in this part of the City creating a unique environment.

There are a number of instances where the development would be seen in views which contain heritage assets but the impact would not be unduly harmful. Where the development would be seen in the same context as heritage assets, their significance and setting is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme would bring to this area.

NPPF Section 16 '*Conserving and enhancing the historic environment*' Paragraph 196 states that where a development proposal will lead to less than substantial harm this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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 197).

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, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

The proposed development would bring significant public benefits, as detailed in this report. These include investment in the City Centre economy, 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 building which would enhance the local area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above the overall impact of the proposal including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that there is a clear and convincing case to support the harm which is outweighed by the benefit of bringing the site back into use.

Sustainability

Economical design and construction processes combined with good management practice would ensure that material and construction waste would be kept to a minimum throughout the construction phase. A Site Waste Management Plan would

be continually maintained. Waste minimisation techniques to be employed and referenced in the SWMP include, but not be limited to:

- eliminate waste at source wherever possible
- reduce waste on site by employing good management systems
- re-cycle waste on site wherever possible.

This hierarchy will be further managed in a number of ways:

- economical design
- ensure correct management procedures are employed when measuring and procuring materials to ensure correct quantity and specification
- clean, tidy and safe storage of materials on site
- timely delivery of materials
- manage client expectations to minimise design changes
- control of quality to minimise defective work
- re-use of materials on site wherever possible
- where space allows the segregation of waste for recycling, or the use of external licensed waste contractors who will collect mixed waste skips, then segregate and recycle from their own premises.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport for guests and staff. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

There would be no onsite car parking and this would limit the level of vehicle emissions ensuring the building does not contribute to local air quality conditions. A travel plan would encourage guests and staff to take advantage of public transport and would ensure vehicle trips are low. There would also be an secure internal cycle store.

The building fabric would be highly efficient with energy saving measures incorporated into the design.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality must be maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposal.

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

Impact on Ecology

An ecological appraisal concludes that there would be no adverse impacts on statutory or non-statutory designated sites. The ecology report would also need revisiting if there was a delay in the implementation of the planning permission.

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

The site is accessible by all transport modes and is close to a range of amenities and services. It immediately adjoins the Deansgate Metrolink stop and Deansgate Station. Many bus routes are nearby.

There would be no on-site car parking, and 16 indoor cycle spaces would be provided. A travel plan would ensure that guests use sustainable transport.

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

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

CONCLUSION

The proposal would have a positive impact on the regeneration of this part of the City Centre and would contribute to the supply of hotel accommodation, would provide significant investment in the City Centre supporting the economy, and would 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 design, scale, architecture and appearance of the building has resulted in a high quality building 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 (the "Listed Building Act")

Accordingly, this application is recommended for approval, subject to appropriate 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Conditions to be attached to the decision

0) Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other considerations. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of matters arising from the consultation and notification process. As such, the proposal is considered to be acceptable.

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:

Drawings

2068-A-L-005-P03	Proposed Site Plan, showing site edged red
2068-A-L-100-	Proposed Ground Floor Plan
2068-A-L-101-	Proposed First Floor Plan
2068-A-L-102-	Proposed Levels 2-6 Floor Plan
2068-A-L-103-	Proposed Roof Plant Plan
2068-A-L-200-	Context Elevations Existing 01
2068-A-L-201-	Context Elevations Existing 02
2068-A-L-202-	Context Elevations Proposed 01
2068-A-L-203-	Context Elevations Proposed 02
2068-A-L-204-	Proposed North Elevation
2068-A-L-205-	Proposed West & East Elevations

2068-A-L-206- Proposed South Elevation
 2068-A-L-210- Proposed Bay Elevations
 2068-A-L-300- Proposed Section Context
 2068-A-L-301- Proposed Section AA
 68114 CUR 00 XX DR TP 03001 P01 - Proposed Parking Bays
 68114 CUR 00 XX DR TP 05001 P04 - Swept Path Analysis Large Refuse Vehicle

details of extraction system and plant by CWC

1435-ZZ-4001 2nd to 6th Floors Rev P2
 1435-RF-4001 Roof Level Rev P2
 1435-GF-4001 Ground Floor Rev P2
 1435-01-4001 First Floor Rev P2

Documents

- o Design and Access Statement by Glenn Howells Architects
- o Design Synopsis by Glenn Howells Architects
- o Planning Statement by JLL
- o Transport Statement by Curtins
- o Travel Plan by Curtins
- o Consultation Statement by Templar Strategies
- o Ecology Statement (Bat Survey) by Rachel Hacking Ecology
- o Updated Heritage Statement by Katheryn Sather & Associates
- o Archaeology Desk Based Assessment by Katheryn Sather & Associates
- o Noise and Vibration Assessment by Hilson Moran
- o CFD Analysis of Wind Microclimate Pedestrian Comfort and Distress by Hilson Moran
- o Air Quality Assessment by Hilson Moran
- o Planning Energy Statement by Crookes Walker Consulting
- o Ventilation Strategy by Crookes Walker Consulting
- o Demolition Method Statement by C&D Demolition Consultants Ltd
- o Refurbishment and Demolition Survey by C&D Demolition Consultants Ltd
- o Crime Impact Statement by Design for Security
- o Stage 1 Site Investigation by RoC Consulting
- o Flood Risk Assessment and Surface Water Drainage Statement by RoC Consulting
- o Waste Management Statement (inc Waste Management Pro-forma) by Curtins
- o Energy Efficiency & Sustainable Development Report by Synergy Building Services
- o Part L2A 2013 Assessment and Energy Hierarchy by Crookes Walker Consulting

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

3) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all

external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining, details of ventilation/air bricks, and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

4) 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 the times shall be confined to 10:00 to 18:00

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

5) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

6) 1) A Construction Management Plan shall be submitted to and approved by the Council. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

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

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Prior to the first use of each commercial unit, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for each respective unit and shall thereafter be retained and maintained.

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.

8) Full details of any proposed lighting scheme shall be submitted to, and approved in writing by, the City Council, as local planning authority, prior to installation. The details shall include location and design of fixtures and fittings, together with levels of luminance. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

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

9) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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.

Before any Class A3 use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the 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 or as otherwise agreed in writing by the City Council as Local Planning Authority.

Upon completion of the development 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 acceptable criteria has been 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 agreed noise criteria.

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

10) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Whitworth Street West and Deansgate Locks shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before the hotel is first occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Due to the proximity of the development to the railway line and Deansgate Station it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise should also be factored into the assessment and design.

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

Upon completion of the development 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 report. The report shall also undertake post completion testing to confirm that the noise criteria has been 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 agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy.

12) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health, pursuant to policies SP1 and DM1 of the Core Strategy.

13) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

14) 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 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 SP1 and DM1 of the Core Strategy.

15) Within six months from first occupation of the development, details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved, and written confirmation of a secure by design accreditation shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

16) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

(a) A phased programme and methodology of investigation and recording to include:

- i) an evaluation through trial trenching
- ii) dependent on the above, more detailed excavation (subject to a separate WSI.)

(b) A programme for post investigation assessment to include:

- production of a final report on the investigation results

(c) Deposition of the final report with the Greater Manchester Historic Environment Record.

(d) Dissemination of the results of the archaeological investigations commensurate with their significance.

(e) Provision for archive deposition of the report and records of the site investigation.

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012), saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF.

17) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the 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 surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 8 l/s.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies SP1 and DM1 of the Core Strategy.

18) The development hereby permitted shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to, and approved in writing, by the City Council, as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies SP1 and DM1 of the Core Strategy.

19) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies SP1 and DM1 of the Core Strategy.

20) 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).

21) (a) Three months prior to the first use of the development by hotel guests, 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 use of the development by hotel guests, 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).

22) The development hereby approved shall be carried out in accordance with a Travel Plan Framework, to be submitted to, and approved in writing by, the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

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

The Travel plan will include visitor and staff travel planning measures, targets etc, management of pick-up and drop off activity and coach parking.

Within six months of the first occupation of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy.

23) Prior to the first occupation of the hotel element, the provision of 16 cycle spaces shall be implemented, and retained and maintained in situ for as long as the development remains in use.

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

24) Prior to the first occupation of the hotel element within of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include details of all changes to off-site adopted highways, including (but not limited to): loading bays on Bugle Street and Whitworth Street West, relocation of parking bays/TROs, footway works (reinstatement, resurfacing and installation of dropped kerbs and tactile paving at crossing points), and highway stopping-up.

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

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

25) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

26) No development shall commence unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

27) The wheels of contractor's vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

28) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason - In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

29) Prior to the first use of the hotel hereby approved a signage strategy for the building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy

30) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interest of visual amenity and pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester.

31) 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 prior to occupancy of the development.

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

32) 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 which is the subject of this application (ref:126308/FO/2020) has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - To ensure the satisfactory development of the site, pursuant to policies DM1 and SP1 of the Core Strategy.

33) 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.

34) 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.

35) The development hereby approved shall not commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

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: 126308/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.

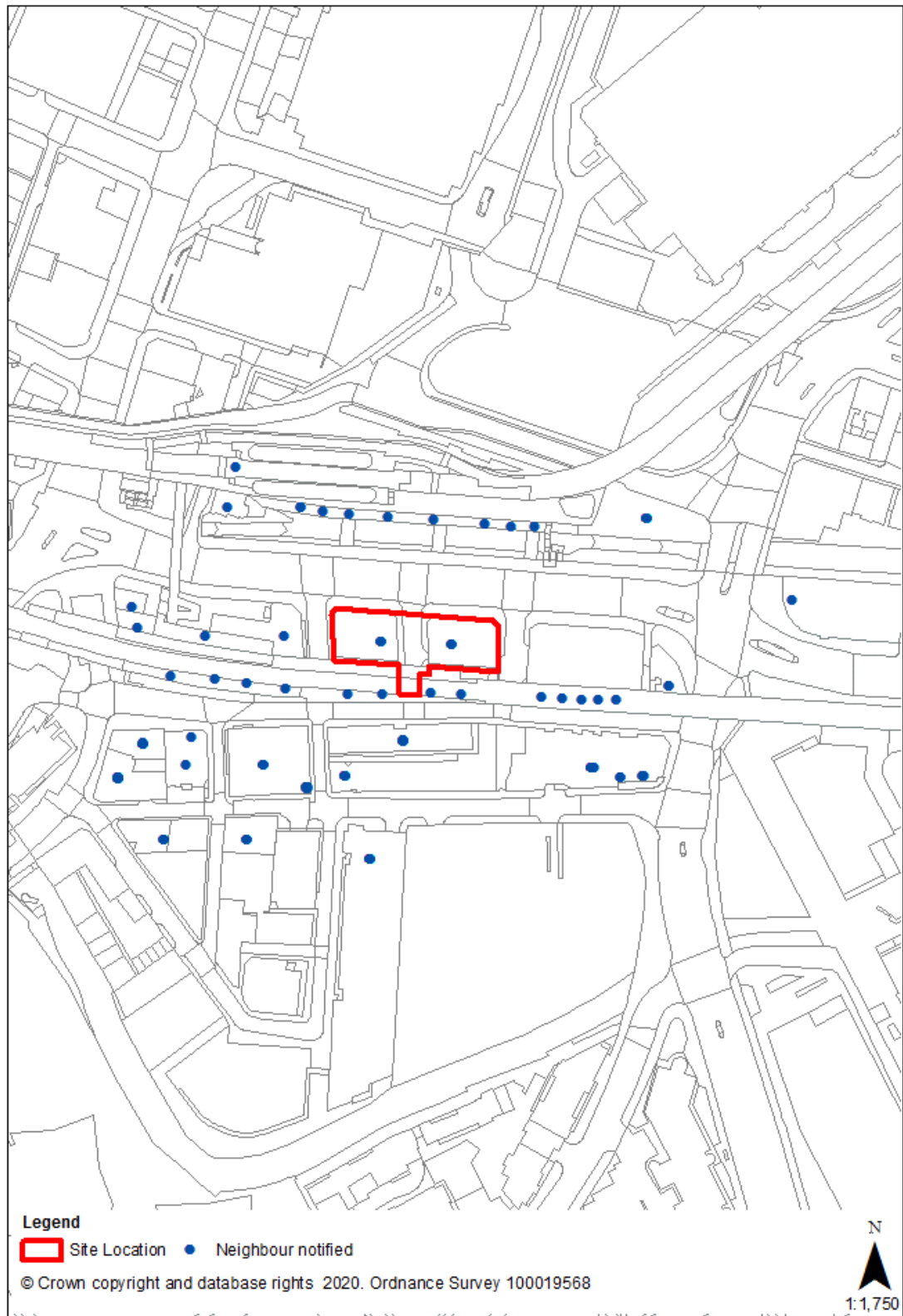
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Oliver West (Sustainable Travel)
United Utilities Water PLC
Canal & River Trust

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

Representations were received from the following third parties:

Relevant Contact Officer :	David Brettell
Telephone number :	0161 234 4556
Email :	dave.brettell@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
128002/FO/2020	25th Sep 2020	17th Dec 2020	Deansgate Ward

Proposal Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works

Location One City Road , 1 City Road East , Manchester, M15 4PN

Applicant Commercial Development Projects Ltd, Marshall House, Huddersfield Road, Elland, HX5 9BW,

Agent Mr Niall Alcock, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

EXECUTIVE SUMMARY

The proposal is for two office buildings of 11 and 14 storeys with amenity terraces and a ground floor commercial unit, following demolition of the existing building. There would be 519 cycle parking spaces and on-street parking bays would be re-arranged to include two on-street parking bays for disabled people and a car club space.

There have been 48 objections and 1 representation supporting the proposal.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies, including the updated First Street Development Framework (FSDF), and the scheme would bring significant economic benefits in terms of investment and job creation. This is a highly sustainable location.

Economic Benefits: Construction costs of £130million are expected to deliver around 1,222 construction full time equivalent (FTE) jobs creating £95m GVA, and a further 2,700 indirect and induced FTEs, creating around £174.4m GVA whilst construction is underway. Once operational the development is expected to accommodate 2,922 FTE jobs, generating an annual total GVA contribution of almost £214m. The development would contribute business rates worth around £22.2m over the first ten years of operation.

Height, Scale, Massing and Design: The heights, scale and massing would be in keeping with the scale of development in and around the area and would continue the scale of development from First Street. The buildings would have a high quality design that would make a positive contribution to the street scene on this gateway route.

Residential Amenity: The development would have an impact on the amenities of existing residents in terms of loss daylight, sunlight and privacy. However, the impacts are considered to be acceptable in a City Centre context and not so harmful as to warrant refusal of the application.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions within and around the site following the development would be largely suitable for pedestrians and the intended uses, and the safety criteria would be met.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

The site is approximately 0.56 ha and bounded by City Road East, Medlock Street, River Street and Shortcroft Street. The Mancunian Way is 180 metres to the south. The site is occupied by a two to four storey, 1990s office building, on the Medlock Street frontage, with surface car parking and boundary trees and planting to the rear. City South, a five to eight storey apartment block, fronts Shortcroft Street to the south west; and the residential buildings of The Nile (up to eight storeys), Medlock Place (up to eight storeys) and Luminaire (up to 10 storeys) front City Road East to the north west and west of the site. To the south is a Premier Inn, with a 32-storey student tower adjacent. To the east across Medlock Street is a seven storey office building (Number 8 First Street) and planning permission was granted for a 17 storey office and hotel in December 2018, and for an 11 storey office in April 2020 for No 9 First Street.

The site is in the First Street Development Framework (FSDF) area which has been transformed into a mixed-use location involving large scale office, cultural and leisure developments, as well as high quality public realm. The Great Jackson Street SRF area is to the west beyond City Road East and includes Deansgate Square at Owen Street, which has four residential towers of between 37 and 64 storeys.

Two Listed Buildings are located within 250m of the Site: the Grade II Former Cotton Mill on Hulme Street (approximately 240m to the east); and the Grade II Rochdale Canal Lock Number 90 (approximately 250m to the north).



The Proposal

The proposed comprises two Grade A office buildings with a single ground floor and basement: Block 1 on the northern part of the site is 13 storeys; and Block 2 on the southern part of the site is ground plus 10 storeys. Up to 50,635 sqm of office floorspace is proposed and both buildings would have roof top amenity space and

plant areas. Plant would be in the basement. The ground floor would have double height reception spaces with a shared main entrance on Medlock street, and a small coffee shop or restaurant on the corner of Block 1 on City Road East/Shortcroft Street. A covered walkway / winter garden would run east-west through the ground floor between the buildings and link Shortcroft Street and Medlock Street. The development would be set back to create a 15m wide vehicular and pedestrian route along Shortcroft Street, where a public realm area with rain gardens, two raised allotment beds, trees and seating would be provided. The allotment beds are intended to provide the opportunity for collaborative community engagement similar to those provided elsewhere in the City, such as at NOMA.

Cycle storage (including changing facilities and a cycle workshop) for 519 bicycles would be provided with access off Shortcroft Street. An additional six cycle spaces would be provided in the public realm on Shortcroft Street. Twelve on-street car parking spaces (six on City Road East, including two accessible car parking spaces, and six on Shortcroft Street) would be provided, replacing 10 City Council on-street car parking bays on City Road East. In addition, an on-street car club space would be provided on City Road East.

Servicing space, including refuse would be provided to the rear of the buildings, with a loading bay created on City Road East for Block 1 and one on Shortcroft Street for Block 2. Waste collections would be by a private collector at least three times a week with the management company responsible for moving the bins to and from the collection points. The bin provision would include:

Building 1: 8no. 1100L bins and 1no. 660L bin for general waste; 9no. 1100L bins and 1no. 660L bin for dry mixed recycling; and 3no. 1100L bins for glass recycling.

Building 2: 7no. 1100L bins for general waste; 8no. 1100L bins for dry mixed recycling; and 2no. 1100L bins for glass recycling.

Commercial Unit: 1no. 240L bin for general waste; 1no. 240L bin for dry mixed recycling; 1no. 240L bin for glass recycling; and 1no. 240L bin for food recycling.

The façades would be made from a pre-cast concrete load bearing frame with double height columns and inset curtain walling. Within each double height opening would be a floor supported on small perimeter columns set behind the glazing.

The pre-cast concrete frame would have a light grey, polished finish and dark aggregate and acid etched finishes to the reveals. There would be a 3-metre wide, double-height colonnade, on Medlock Street which would step out from the building line to create a public space at the shared plaza and main entrance to the buildings. At the upper levels, the curtain walling to the southern and eastern façades of Block 2 and the eastern façade of Block 1 is set back 600mm from the back of the external structure to allow for increased shading and building energy efficiency. The façades of each building step in at the top floors to create external terraces and each upper floor of the buildings would have winter gardens and external terraces.



View from Medlock Street Looking North

Consultations

Publicity - The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. Representations from 49 people have been received with the following comments:

Support – One representation supporting the development has been received, commenting: looks to be a good development, helping to boost an area of the city centre on the up, but would criticise the resilience of the materials proposed for the public realm.

Site Visit Request – A formal request for Members to conduct a site visit has been made.

Height – The proposed buildings are too tall and dense and not in keeping with the heights of the neighbouring buildings, which are 7, 8 or 9 storeys or lower. This is a predominantly low-rise residential area. The size would also impose on the Home development and give residents a sense of being crowded and boxed in (existing high-rise buildings are set further away). The building adjacent to City South should be the same height as City South, with the taller building fronting Medlock Street and the Premier Inn, and a wider buffer with more planting along Shortcroft Street. If other potential plans go ahead on the Premier Inn site and the car park on Garwood Street they will enclose this area in a canyon of tall buildings greatly reducing privacy and sunlight.

Loss of Daylight and Sunlight, and Overshadowing to Adjacent Properties – The heights and proximity of the buildings would result in residential buildings, such as City South and The Nile losing a substantial amount of natural and direct lighting, with many of the windows affected being kitchen/living spaces. Only about 12% of The Nile windows meet the Guidelines for Daylight/Sunlight from a baseline of about 94%, with some losing up to 100% of their natural daylight (which goes against paragraph 6 of the NPPG). The assumptions made in the Daylight and Sunlight Assessment are contradictory, disingenuous, inaccurate and cannot be relied upon. It says all developments should achieve acceptable standards but lower light levels may be unavoidable if a development is to fit in with its surroundings – the proposal does not fit in with its surroundings. It considers 54% to be a “small proportion”, when it is a majority. Bedrooms are considered to have a lesser requirement for daylight by the BRE as they are typically used at night and not as principal habitable rooms, which is incorrect - some bedrooms are also used as offices. Over 30 apartments (70 residents) in City South have single aspect living room/kitchen/diners next to Shortcroft Street. The office blocks would block out natural light into many people’s living rooms by 75 to over 90%, with over 70 residents in City South affected. Many people work from home and would need artificial lights on all day on a cloudy day. It is misleading to show images of a sunny, cloudless sky in London with trees in full bloom; images of a dark drizzly day in Oldham would be more accurate. An eight storey office building would probably have less impact if it was set back further. The proposal is contrary to Core Strategy Policy DM1 which states that “all development should have regard to specific issues...including effects in amenity including privacy, light, noise” etc. or the Manchester Residential Quality

Guidance which states "new development should seek to minimise loss of daylight to neighbouring residential properties, complying with statutory requirements and best practice".

Loss of Rights to Light – The 2014 Law Commission report states that a right to light can come into being where light has passed through a window for 20 years, from across a neighbour's land. It refers to the importance of natural light in homes and striking a balance between the importance of light and the importance of the construction of homes, offices etc. In 2006 the Court of Appeal granted a mandatory injunction requiring developers to take down part of a building that infringed an existing resident's right to light. The 'Heaney' case also shows that failure to take right to light matters seriously when planning and constructing a new building is likely to result in an order for demolition of the offending structure.

Loss of privacy – The building on Shortcroft Street is too close to City South, meaning office workers would be able to see into apartments and onto residential terraces. The offices at Home can already see into apartments.

Impact on Health – Residents' health, including mental health, will suffer due to lack of light, overlooking, increase in pollution etc. Will impact a resident with seasonal affective disorder.

Highways and Parking – This will lead to an increase in traffic resulting in further congestion and air pollution. Availability of parking around the complex will be even harder for visitors. The transport statement is limited in scope and does not appear to consider the upcoming developments that are planned for the local area; including a school and several large apartment blocks. These developments will see several thousand people moving to the area, who will need to commute to and from work.

Access – The proximity of the buildings would reduce access for the fire brigade to get City South residents out of their flats. It would prevent access to window cleaners, building maintenance equipment and to the City South car park. Any closure of Shortcroft Street during construction works would have a huge impact on access, as it is the only route from Deansgate to River Street (City South car park entrance) because of the River St one-way system.

Increase in Noise – from construction, office workers and increased bin collections (which would be right outside residents' windows and currently takes place at 3.30am). Shortcroft St would become a corridor of anti-social behaviour as students or guests return from town to the new River Street Tower or Premier Inn. The height of the building and proximity to City South will reflect noise to all homes.

Not in accordance with the First Street Development Framework – This requires minimising the impacts of sunlight/daylight, noise, refuse management, privacy, rights of light and the wind environment.

Increase in Pollution – Increase in air pollution due to extra traffic during the construction and operational phases, as well as dust and debris from construction. The rear of the building, where the bins and debris would be, are planned to be next to City South living rooms and offices. There is already a problem with litter on the

streets and construction workers dumping rubbish from their cars onto the pavements, which would be exacerbated. There would be an increase in light pollution from the offices having lights on all day and night.

Construction – This area already suffers from construction work going on at River Street and Owen Street – cars and construction vehicles driving the wrong way down River Street; workers shouting to each other and leaving cars idling outside bedroom windows at 7am; alarms on construction lifts sounding at 7.15am; 7am starts on Saturdays and Sundays; disruption, dirt, congestion, noise and disturbance. Residents would have to put up with another four years of this (they have already had six years of construction disruption). The proposed construction hours of a 7.30am start on weekdays and 8.30am start at weekends is not considered to be "normal working hours" by local residents. Question whether a 2.4m barrier around the site would provide adequate dust protection to the neighbouring properties during the demolition of the existing building.

Loss of Trees & Lack of Greenspace – there is no need to cut down the existing trees. The replacement trees will take a long time to grow to the current level and many will die as has happened at First Street. The City Centre has already lost more than 40 mature trees at the Medlock Street roundabout. There should be sufficient plans for maintained greenspace. The landscaping would offer nothing to residents but there is a site to the north of Macintosh Mill that the developer could fund to make into a small park.

Out of Keeping with the Area – The proposal contradicts the Great Jackson Street Framework, which sets out a vision for this area to be a residential neighbourhood. The building use, sizes and densities are out of keeping with the area, which is predominantly residential. The proposed colour is out of keeping. The existing residential developments are not considered in either the First Street Framework or the Great Jackson Street Framework, so fall between the boundaries of each plan and are thus never considered. Does not meet saved UDP Policy DC6.2, which states that "Development will not be permitted unless the scale and design of the development is compatible with the character of buildings in the surrounding area".

Poor Appearance – The proposed building is boring.

Loss of Existing Building – The existing building is an iconic Manchester landmark and is sympathetic to the surrounding area. To replace a relatively new, unique, landmark building that has architectural merit makes no sense.

Loss of View.

Does Not Comply with City Council's Climate Emergency Strategy - In addition to destroying carbon-soaking trees unnecessarily, it adds to car journeys into the city, adds more light pollution and adds more waste generation. The buildings' energy proposals are standard practice and do not go far enough towards the net zero carbon ambitions. The Environmental Standards Statement (ESS) states that solar photovoltaics are not being incorporated due to rooftop amenity space for the building occupants. However, given the climate of Manchester and use type of the development, how utilised will the rooftop amenity space be? It would be better

suited for onsite energy production or green roof space to reduce the urban heat island effect and mitigate climate change. Embodied carbon is likely to be significant given the demolition and entire new construction of the development and has not adequately been considered. The development's structure appears to be concrete, which is a carbon intensive material, even when precast. Additionally, precast concrete reduces the ability to incorporate cement alternatives and reduce construction carbon.

Does Not Comply with City Council's Economic Strategy – The existing site is not under-developed, it has buildings and a car park on it. The proposed offices would have a negative economic impact. The demand for office space is falling due to the Covid pandemic and there is likely to be a permanent shift in flexible and remote working practices, with associated office downsizing. This development would create a further increase in redundant sites elsewhere in the city. It would bring no economic advantage to Manchester.

Commercial Unit Should be Retail Only – The area does not need another restaurant.

Insensitive Timing – The timing of this application is adding extra stress to residents who are contending with the effects of the Covid19 pandemic (job losses, incomes cut, illness), fire safety issues on the City South building (costing every owner between £20,000 and £120,000 to remediate) and rising building insurance. Many residents want to sell their apartments because of this application but cannot as they need a free fire certificate, so they are trapped.

Lack of meaningful pre-application community engagement consultation – The developer has not listened to residents who suggested a building no more than five storeys and 30 metres away from living rooms would be acceptable to residents.

Reduction in Property Values.

Site Would be Better Used for Residential or a Museum.

Consultation Responses

Highway Services - Requests further details on trip generation. Cycle parking and on-street parking proposals are considered to be acceptable in principle. Recommends further accessible parking be considered and lease parking be secured in the First Street multi-storey car park. Recommends conditions regarding servicing hours, a construction management plan (CMP) and cycle parking. Off-site highway works would require a S278 agreement.

Environmental Health - Recommends conditions regarding servicing hours, fumes, CMP, commercial unit opening hours and acoustics, external equipment acoustics, lighting scheme, waste management, air quality and contaminated land.

MCC Flood Risk Management - Recommends conditions requiring Sustainable Urban Drainage Systems (SuDS).

United Utilities Water PLC - Recommends conditions regarding drainage.
 Greater Manchester Police - Recommends a condition requiring the security recommendations of the Crime Impact Statement be carried out.

Environment Agency - The Environment Agency's Guiding Principles for Land Contamination should be followed as the site poses a risk of pollution to controlled waters due to past industrial activity.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, as well as 18th century commercial buildings and a reservoir and 19th century workers' housing. GMAAS therefore recommend a condition requiring a scheme of investigation and mitigation to excavate and record any remains.

Greater Manchester Ecology Unit - Recommends conditions regarding the protection of nesting birds, measures to enhance biodiversity, protection of the River Medlock during construction and drainage details regarding surface water discharge to the River Medlock.

Work & Skills Team - Recommends a condition requiring a Local Labour Proposal.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 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 (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 6 - Building a strong and competitive economy - This high-quality scheme would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would redevelop a brownfield site on a key gateway route and would help to attract and retain a diverse

labour market. It would provide offices within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into and complement uses within the wider area and would increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange and bus routes. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – The redevelopment of a brownfield site to construct a high density office building with other commercial uses would use the site effectively.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered. The high quality buildings would raise design standards, would be fully accessible and would include high quality and inclusive public space.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – This location is a highly sustainable and the development would achieve an approximate 13.06% improvement over the Part L 2013 Building Regulations benchmark. The site is in flood risk zone 1 and therefore has a low risk of flooding. It would use Sustainable Drainage Systems.

Section 15 (Conserving and enhancing the natural environment) – The submitted documents have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of a conservation area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC4 (Visitors - Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality),

EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester. A number of Unitary Development Plan (UDP) policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible supporting sustainable growth and helping to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The office accommodation would support the City's role as the main employment location and primary economic driver of the City Region.

SO5. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and would deliver economic and commercial development within the Regional Centre and would be consistent with the City Centre Strategic Plan. It would be close to sustainable transport and maximise use of the City's transport infrastructure. 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 EC1 (Land for Employment and Economic Development) - The proposal would support the City's economic performance by redeveloping a City Centre site and providing uses that generate employment. It would help to spread the benefits of growth across the City, helping to reduce economic, environmental and social disparities. The site is close to the City's transport infrastructure and the development would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and when in operational.

Policy EC3 (The Regional Centre) - The proposal would deliver high quality office floorspace. The site is within an area for employment growth on a highly accessible site. This would help to spread the benefits of growth across the City, help to reduce economic, environmental and social disparities and create inclusive sustainable communities. The site is connected to nearby transport infrastructure in an appropriate location for office development. It would maximise walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and is in accordance with the First Street Strategic Regeneration Framework. The development would be a high density, mixed use scheme that would provide an active ground floor use in addition to office accommodation.

Policy CC4 (Visitors - Tourism, Culture and Leisure) - The ground floor commercial unit would provide space for uses that would improve facilities for business visitors and would contribute to the quality and variety of the City Centre offer.

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

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

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall in the area. The commercial unit would provide services for workers, visitors and residents.

Policy CC8 Change and Renewal – This scheme would support the City Centres employment and retail role and would improve accessibility and legibility. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would not have a detrimental impact on the character and appearance of any Conservation Areas or on the settings of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger lift. The site is in a highly accessible, sustainable location.

Policy T1 Sustainable Transport – The development 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 easily accessible by a variety of sustainable transport modes and would improve connections to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design and would enhance the character of the area and the image of the City. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The design would be appropriate to the City Centre context. It would not have a detrimental impact on the character and appearance of any Conservation Areas or on the settings of nearby listed buildings and this is discussed in more detail later in the report.

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 EN 8 Adaptation to Climate Change - The energy statement sets out how the building could be adapted in relation to climate change.

Policy EN9 Green Infrastructure – The development includes tree planting, rain gardens and allotments.

Policy EN14 Flood Risk – A Flood Risk Assessment and Drainage Strategy have been prepared and this is discussed in more detail below. The site falls within Flood Zone 1, which has a low probability of flooding.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

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

Policy EN 17 Water Quality – There would be no adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are 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; refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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

Saved Unitary Development Plan Policies

DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of any nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has an archaeological interest from Roman times or historical housing, and a scheme of investigation is proposed.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

RC20 - Area 22 (Small Area Proposals) – This identifies Medlock Street as having specific opportunities to achieve a wide range of activities. Medlock Street is seen by the UDP as a major gateway site. The proposals comply with these objectives.

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

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

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major

economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The key priorities for this area are:

- Delivering the first phases of new residential accommodation;
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park; and
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be largely consistent with achieving these priorities, although it should be noted that it falls within the First Street Development Framework where it is seen as a site for office development.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long-term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed development of the application site would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes tree planting, rain gardens and planting beds within the public realm. It would create pedestrian linkages through the site to the riverside walkway on City Road East, improving access to the River Medlock.

First Street Development Framework (FSDF)

First Street has been one of the City Council's key regeneration priorities for over a decade. The FSDF was endorsed by Manchester City Council in March 2011, published in 2012, updated in 2015 and further updated in November 2018. The SRF places a strong focus on creating a "sense of place". It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. The framework identified three distinct development areas of First Street, which incorporate the character zones First Street North, First Street Central, First Street South and the Creative Ribbon. The 2015 update extended the First Street Central area to include the sites on the west side of Medlock Street (which includes the application site) in order to integrate the area more fully with the areas around Knott Mill, as well as to create a clearer connection between the First Street area and the Great Jackson Street area to the west. The First Street Central area is the commercial heart of First Street, focused around large-floorplate Grade A office buildings.

The City Council endorsed a further update in November 2018, updating the development principles for this area and recognising that First Street Central could deliver greater scale and density of office accommodation, up to 17-storeys in height, to meet the level of demand in the area and maximise its contribution to the City's economic growth. The First Street Development Framework – Addendum (2020) is to be read alongside the 2018 Development Framework and updates the development principles relating to the application site. It expects developments to support the City Council in achieving its 2038 Net Zero Carbon target; improve east-west and north-south connections within the area; and be supported by a robust Green and Blue Infrastructure Statement. It provides critical urban design criteria for the application site.

The planning application is broadly consistent with the updated Framework.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that 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 2015's 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.

Manchester: A Certain Future (MACF) – This 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 City Council supports the 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 new targets.

The Zero Carbon Framework – This outlines the approach that 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 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 re-used 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 Greater Manchester will take to become energy-efficient and to invest 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.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester

Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

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

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

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

Section 17 of the 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 (EIA) - The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017, but falls below the relevant thresholds that would require the development to be screened for the need for an EIA. However, given the increase in density compared to the existing site, the City Council adopted a screening opinion to determine whether the proposed development is likely to give rise to significant environmental effects. The Screening Opinion concluded that, whilst the development would have some impact on the surrounding area, these impacts are predictable and would not be significant enough to warrant a formal EIA.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating the merits of this application. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. The City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the City Region. First Street has been identified as

one of a number of priority locations, that will underpin the next phase of growth of the City Centre economy.

The principal regeneration objective at First Street is to create a major office destination. First Street North has delivered complementary uses and vibrancy and has strengthened First Street's 'sense of place'. It has generated footfall and improved connections. Schemes are now coming forward for First Street Central and South.

The office accommodation would provide flexible and adaptable space and could be occupied by a single end-user or multiple tenancies. Thus the building could respond positively to the operational needs of occupiers looking for flexible city centre office space.

First Street is an established business location. Number One First Street and No.8 First Street are almost fully let following lettings to major national occupiers including Autotrader, Gazprom, Jacobs, Odeon, WSP and Ford Credit Europe. This demonstrates how the area has successfully addressed its target market of occupiers seeking accommodation with all the benefits of being within the City Centre with the offer of flexible accommodation at a price-point more akin to an out-of-centre development.

In the first quarter of 2020, Manchester's office market was continuing to perform robustly with further rental growth predicted. In the second quarter of the year, City Centre office take-up dropped dramatically as a direct result of the Covid-19 crisis. However, evidence, including reports from the Bank of England, suggests that the economy should return to pre-Covid levels by late 2021 to early 2022. This is well in advance of the completion of this proposal which is anticipated to begin construction in 2022 and last for no more than four years.

The proposal would generate around 1,222 full time equivalent (FTE) construction jobs, creating £95m GVA. A further £174.4m GVA would be generated through indirect (spill-over effects through the supply chain) and induced (knock-on consumer spending eg via wages) impact, supporting over 2,700 FTEs whilst construction is underway. Once fully occupied the development is expected to accommodate 2,922 FTE jobs (almost five times the site's current employment level), generating GVA worth almost £214m per year. The proposal would also generate increased revenue from business rates due to the larger floor area of the proposed building over the existing, bringing in around £22.2m over the first ten years of operation.

The development would be fully compatible with existing and proposed surrounding land uses and would be a key part of the delivery of the next phase of development at First Street. It would revitalise this gateway site and provide a more efficient use of a prime employment site, ensuring that a strong supply of modern office accommodation can be provided to meet market needs. As well as being consistent with the First Street SRF, the development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with the City Council's current and planned regeneration initiatives post-

Covid and with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABI and English Heritage Guidance published in 2007.

Assessment of Context and Heritage

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered and the application is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

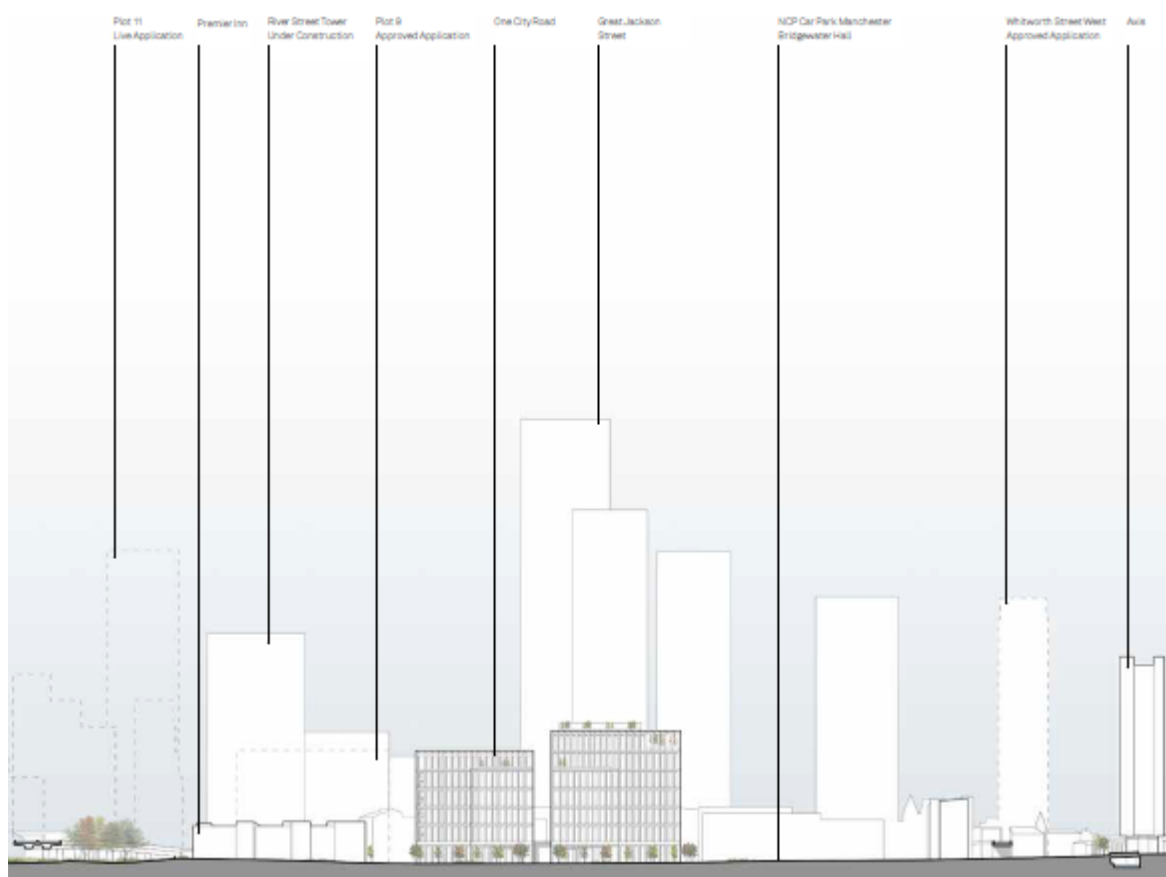
The site is not within a conservation area and is approximately 410m away from Castlefield Conservation Area and 520m away from Whitworth Street Conservation Area. It is considered that the proposed building would not have an impact on these conservation areas due to the distance and limited visibility.

The following listed buildings are potentially affected by the proposal, all of which are Grade II: the former Cotton Mill on the west side of the junction with Cambridge Street; 13-17 Albion Street; and the Manchester South Junction and Altrincham Railway Viaduct. The impact of the development on the settings of these heritage assets has been assessed within the Heritage Statement. The assets are considered to be of moderate to low significance with their setting generally making a neutral contribution to their significance. The site generally makes a negligible or minor negative contribution to the settings and would have limited visual relationships with them due to existing buildings between the site and the heritage assets. The proposal would reflect the dense urban grain of the area and would not dramatically change the skyline, which already includes moderate to tall buildings. It

is considered therefore that the proposal would not have a significant impact on the settings of the nearby listed buildings.

The Townscape and Visual Assessment assessed 11 viewpoints and found that the proposal would have a beneficial impact in most cases with neutral or negligible impacts in the other cases. The site is within the First Street SRF area and on the edge of the Great Jackson Street SRF area, where dense development is envisaged and much development is already complete. As discussed above, the proposals would fit in with the dense urban grain of the area and would not dramatically change the skyline, which already includes moderate to tall buildings.

The site has archaeological interest relating to Manchester's Roman origins and former late 18th and 19th century development. Any archaeological interest would be fully investigated and recorded, and this should be secured via a condition.



Architectural Quality

The key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.



The proposal would reinforce this gateway entry point to the City Centre. The buildings would be consistent with the scale and massing of development set out in

the FSDF, providing a similar scale of buildings to those granted permission on the opposite side of Medlock Street. They would positively contribute to the nearby developments at First Street, Crown Street, Deansgate Square, River Street, Beetham Tower and Axis. The proposed development would form a transition between the towers within the Great Jackson Street area and the medium to tall buildings within First Street.

The development would retain the urban grain of the area and incorporate a pedestrian route through from Medlock Street to Shortcroft Street during the daytime. The facades would be cut back at the top floors to create amenity space and reduce the visual mass of the buildings. This, along with the two-storey colonnade at the ground floor, would create a tri-partite subdivision that is characteristic of traditional Manchester buildings, as are the vertical proportions of the concrete frame. The proposed pre-cast concrete would be a high quality, long lasting material and a condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be required.

Given the above, it is considered that the proposal would result in high quality buildings that would be appropriate to their surroundings.

Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, along with high quality design and construction standards to improve the energy efficiency of the buildings. The proposal would thereby 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. In accordance with Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and the development would achieve high levels of insulation in the building fabric, a high specification of energy efficiency measures and an all-electric heating and hot water system. The development would achieve an approximate 13.06% improvement over the Part L 2013 Building Regulations benchmark and could achieve a 27.79% improvement over the anticipated update of Part L2A. A BREEAM pre-assessment gives the scheme a provisional rating of 'Excellent'. Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains viable. The applicant has experience of delivering large high quality buildings, such as 'The Lincoln', a 102,000 sq ft Grade A office building on Brazennose Street. The viability of the scheme has been costed on the quality in the submitted drawings.

The design team have recognised the high profile nature of the site and the required design quality. The design has been positively reviewed at pre-application stage by

the PlacesMatter! panel and a significant amount of time has been spent developing the proposal to ensure it can be constructed and delivered.

Contribution to Public Spaces and Facilities

There would be a pedestrian route through the site in the form of a central atrium between the buildings. High quality hard and soft landscaping would be provided to the perimeter of the site, with tree planting and linear rain gardens, allotment planting beds that could be used by residents and seating on Shortcroft Street. The offices and commercial unit would bring activity to this area, enlivening and providing natural surveillance to the public realm. The proposal would provide permeability and enhanced connections to the wider First Street area, as well as surrounding neighbourhoods through the proposed pedestrian route through the site and the improved public realm.



Effect on the Local Environment

This examines, amongst other things, the impact of the scheme on nearby residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high-density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The First Street Development Framework gives specific design principles for the site, which the proposal complies with, including:

- Building footprints should be set in from the western boundary to allow a route c. 15m wide;
- The development height should step down to the south to respond to the sun-path; and

- The delivery of contemporary well-designed medium height office buildings, extending the emerging density across First Street Central.

The main buildings that could be affected by the proposal in terms of sunlight, daylight and overshadowing are Medlock Place, The Nile and City South, which are to the north west, north and west of the site. A Daylight and Sunlight report considers the impact on these three buildings, referring to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The assessment uses Vertical Sky Component (VSC); and No Sky Line (NSL) to assess daylight and Annual Probable Sunlight Hours (APSH) for sunlight. The baseline figures indicate how many windows or rooms currently meet the BRE target. However, when the proposal is in place, a window or room meets the BRE criteria if it either meets the target or it is the same as or within 0.8 times of the baseline figure. This accounts for some proposed figures being higher than the baseline figure. 440 windows to 292 rooms in these buildings were assessed for daylight, with the following results:

Medlock Place - 51 windows to 35 rooms were assessed. For VSC, 14 (28%) would meet the BRE criteria with the proposal in place, with a baseline of 5 (1%). For NSL 18 (51%) rooms would meet the BRE criteria, with a baseline of 7 (20%).

The Nile - 192 windows to 130 rooms were assessed. For VSC, 24 (13%) would meet the BRE criteria with the proposal in place, with a baseline of 105 (55%). For NSL, 16 (12%) rooms would meet the BRE criteria, with a baseline of 122 (94%).

City South - 197 windows to 127 rooms were assessed for daylight. For VSC, 48 (24%) would meet the BRE criteria with the proposal in place, with a baseline of 84 (43%). For NSL, 43 (34%) rooms would meet the criteria, with a baseline of 112 (88%).

The sunlight assessment relates to windows that currently receive some direct sunlight.

Medlock Place – 17 (50%) of the 34 rooms assessed would meet the BRE criteria for APSH with the proposal in place, with a baseline of 23 (68%).

The Nile – 24 (19%) of the 130 rooms assessed would meet the BRE criteria for APSH with the proposal in place, with a baseline of 121 (93%).

City South – 7 (78%) of the 9 rooms assessed would meet the BRE criteria for APSH with the proposal in place, with a baseline of 7 (78%).

Whilst the proposal would have an impact on the amount of daylight and sunlight these windows and rooms would receive, the results should be considered in the context of a site that is uncharacteristically open for a city centre location and the buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, for the NSL and APSH methodologies, the baseline situation against which the impacts are measured do not represent the usual baseline situation that would be encountered within a city centre. These factors mean that it is inevitable that there would be a significant degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

The VSC baseline measurements are lower and in line with what is expected for a city centre location, despite the open aspect currently enjoyed, primarily due to the design of the residential buildings, and this needs to be taken into account when considering the daylight and sunlight impacts. Each of the three buildings affected are built up to the site boundary, with a number of deep, single aspect rooms facing this site. A number are recessed and positioned beneath balconies, which makes it difficult for daylight and sunlight to penetrate into living spaces and places a high burden on the development site to maintain existing levels. This is demonstrated by the relatively high number of windows and rooms that do not meet the BRE Guidelines in the VSC baseline scenario, despite their relatively open aspect.

Together, the unusually open aspect of the existing site and the design of the surrounding buildings makes the existing buildings overly sensitive to changes in daylight and sunlight. The assessment therefore undertook a wider contextual analysis to compare the retained levels of daylight in the surrounding properties against other, established and successful City Centre areas where there are residential buildings. The results demonstrate that the levels of retained daylight would be comparable with these other areas of the City, such as St Georges, Macintosh Village and Knott Mill.

The assessment also considered the impacts if an eight-storey building had been proposed, mirroring the residential buildings. This would show the following results:

Medlock Place: For VSC, 31 (60%) of windows would meet the BRE criteria compared to 14 (28%) with the proposal. For NSL 27 (77%) rooms would meet the BRE criteria compared to 18 (51%) with the proposal. For APSH 25 (73%) rooms would meet the BRE criteria compared with 17 (50%) with the proposal.

The Nile - For VSC, 27 (14%) windows would meet the BRE criteria compared to 24 (13%) with the proposal. For NSL, 22 (17%) rooms would meet the BRE criteria compared to 16 (12%) with the proposal. For APSH 49 (37%) rooms would meet the BRE criteria compared with 24 (19%) with the proposal.

City South - For VSC, 53 (26%) windows would meet the BRE criteria compared to 48 (24%) with the proposal. For NSL, 44 (34%) rooms would meet the criteria compared to 43 (34%) with the proposal. For APSH there would be no difference, with 7 (78%) rooms meeting the BRE criteria compared with 7 (78%) with the proposal.

For Medlock Place there would be a noticeable increase in the number of windows and rooms that would have improved results if the development was eight storeys. However, the majority of the windows and rooms with improved results are bedrooms, which are considered to have a lesser requirement for daylight and sunlight. For The Nile and City South buildings there would be very little improvement should the proposal be reduced to eight storeys.

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The First Street SRF prescribes a separation distance of circa 15m between the proposed building and the City South building, which is achieved by the proposal at its closest point. The proposed building would be at least 16m from The Nile and 18m from Medlock Place. These separation distances are comparable to many other City Centre areas where there are residential buildings and are considered to be acceptable. The proposed office use would also mean that the building could be quieter during the evenings and weekends when neighbouring residents are more likely to be in their flats.

Given the above, whilst there would clearly be impacts on sunlight, daylight and overlooking, those impacts are considered to be acceptable in the city centre context.

(b) Wind

A desktop wind study has considered the existing wind effects and microclimate and the potential impact of the proposal, including an assessment of the cumulative effects of consented schemes in the area. The study shows that wind conditions within and around the site would be largely suitable for pedestrian uses and the safety criteria would be met. Conditions on the proposed terraces would be generally acceptable in terms of pedestrian comfort for general recreational use. The study predicts that there would be no significant cumulative effects once the surrounding consented schemes are built. Mitigation measures to achieve the suitable conditions include an increased level of planting near to the north west corner of the site and the use of solid glass balustrades on the balconies. Given the above, it is considered that the proposal would have an acceptable impact on the wind environment.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance.

At the operational stage poor air quality could be experienced by the ground and first floors where they face Medlock Street and River Street but this could be mitigated by mechanical ventilation for all office space, with the inclusion of appropriate filtration and air intakes positioned at higher levels and on non-road facing facades.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses, providing the above mitigation measures are employed.

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the commercial unit should be controlled via conditions. Offices themselves and any comings and goings are generally not noisy and are unlikely to create significant noise and disturbance to neighbours. Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration. In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on digital terrestrial television (Freeview) and FM radio due to the existing excellent coverage and robust nature of reception conditions. The use of tower cranes and the development itself may cause disruption to the reception of digital satellite television services in areas within 155 m to the immediate northwest of the tallest building, but this can be resolved by relocating dishes to new locations without an obscured line of sight to the satellites. If this is not physically possible, the use of DTT receiving equipment would offer affected views an alternative source of digital television broadcasts. It is suggested that the arm, boom or jib of any tower cranes when not in use are positioned to minimise interference. A condition requiring a post-construction survey and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would have an acceptable impact on TV reception.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network. The proposal would not have a car park so any vehicle trips associated with the development would be dispersed across the City's traffic network and would not, therefore, have a significant adverse impact on highway safety. The development is in a highly sustainable location close to public transport links and the proposal would include a Travel Plan to encourage alternative modes of transport to the car. Two parking bays for disabled people would be provided adjacent to the development on City Road East.

Contribution to Permeability

The development and public realm would improve permeability and legibility within the area and the ground floor commercial unit would create activity on City Road East. A public route would run during the daytime from Shortcroft Street to Medlock Street helping to improve pedestrian linkages between the Great Jackson Street, Knott Mill and First Street areas. The proposal would contribute positively to permeability, linkages and the legibility of the area and its townscape.

Provision of a Well-Designed Environment

The proposal would create a high quality environment, with a spacious entrance area and a colonnade to Medlock Street, improved public realm with high quality hard and soft landscaping, including semi-mature tree planting, rain gardens and allotments for use by local residents. The offices would have roof terraces and a commercial facility would be provided. The hard and soft landscaping, active street frontage and windows overlooking the streets would encourage activity and natural surveillance and contribute towards a well-designed environment.

Conclusion in Relation to the Tall Buildings Assessment

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the Historic England guidance and the proposals would provide a building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC19, DC20 and DC26.

Full access and Inclusive Design

The proposal would be fully accessible. Internal and external areas are inclusive and address the requirements of everyone and two of the parking spaces on City Road East would be parking spaces for disabled people. The proposals would therefore be consistent with sections 8 and 12 of the NPPF and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring vitality to this underused site and the broader area. The development would overlook and enliven the street scene and help to provide natural surveillance. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers that the proposal to be acceptable and it is recommended that a condition be attached requiring the development to achieve 'Secured by Design' accreditation.

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

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate planting, including semi-mature trees, rain gardens and allotments, to provide amenity space for users of the development and nearby residents. The proposal would enhance linkages to the First Street, Knott Mill and Great Jackson Street areas, including to the nearby riverside walkway adjacent to the River Medlock on City Road East. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. An ecological survey has found the existing building and trees to have negligible bat roosting potential, whilst some trees and shrubs could have some bird nesting potential. A condition restricting works to trees or shrubs in the bird nesting season should therefore be attached. The development could have an impact on the nearby River Medlock during construction and operation and conditions should therefore be attached to protect the river from any discharges. The landscaping could enhance ecology and biodiversity, and bird and bat roosting boxes should encourage wildlife. A condition should require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As contamination may exist on the site a condition should require a site investigation that also considers any impacts to controlled waters. In view of the above, the proposals would be consistent with section 11 of the NPPF and policy EN15 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is not in an area susceptible to flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance. The proposed surface water drainage would achieve a peak runoff rate of 50% of the existing site runoff rates. The assessment recommends attenuation for surface water be located underground in tanks or oversized pipes, or at roof level, thereby contributing to measures to combat the impacts of climate change. Conditions should be attached requiring the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Waste Management

A waste management strategy shows that the proposal would accommodate adequate bin storage. For the offices the bin stores would accommodate: 15 x 1100L bins and 1 x 660L bin for general refuse; 17 x 1100L bins and 1 x 660L bin for dry mixed recycling; and 5 x 1100L bins for glass recycling. The following bin storage would be provided for the commercial unit: 1x 240L bin for general waste; 1x 240L bin for dry mixed recycling; 1x 240L bin for glass recycling; and 1x 240L bin for food recycling. The commercial unit would store waste within their demise and transfer it at the end of each day to the bin store in Building 1. The management company would move waste to and from the bin stores to the collection points on City Road East and Shortcroft Street on collection day. A condition should be attached to any approval to ensure that the waste management strategy is implemented.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The public realm would enhance green infrastructure and should improve biodiversity and enhance wildlife habitats. Opportunities to enhance and create new biodiversity such as bat and bird boxes should be required via a condition.

The development would exceed the requirements of policy EN6 by achieving a 13.06% improvement over Part L2A 2013 for CO₂ emissions (i.e. a 19.06% increase on Part L 2010). It is estimated that the development could achieve a CO₂ reduction of approximately 27.79% once the anticipated Part L 2020 Building Regulations come into force.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. There would be no on-site car parking and the development would be highly accessible by modes of transport which are low impact in terms of CO₂ emissions. There would be 519 cycle spaces along with showers and changing facilities and a cycle workshop to encourage and enable people to cycle to work.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall, the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO₂ reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

COVID-19 Potential Impacts

The City Centre is the region's economic hub and a strategic employment location, with a significant residential population. There is an undersupply of Grade A floor space and residential accommodation and it is critical to ensure a strong pipeline of residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts

on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and local authorities have already taken steps to help employers cope with the initial lockdown periods. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important Grade A office scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Response to Neighbour Comments

It is considered that the majority of issues have been addressed in the report. However, further comments are provided below:

A Construction Management Plan would be a condition and issues of disturbance can be dealt with under Environmental Health legislation. Construction work should take place within the following City Council approved construction working hours unless special dispensation is given for particular circumstances: Monday to Friday 07:30-18:00; Saturday 08:30-14:00; and no working on Sundays or Bank Holidays. As well as a 2.4m high barrier, other appropriate dust suppression techniques would be employed during demolition.

The residential buildings should have their own means of escape in the form of protected stair enclosures, and a 15m gap would be maintained between City South and the new building, which is considered to be adequate to accommodate fire rescue vehicles, building maintenance equipment etc. River Street and Medlock Street would remain open during construction allowing access to the car park. The bin stores are within the buildings and would be cleaned and managed by the management company, and the building contractor would need to operate in accordance with a construction management plan.

While the offices may be used in the evenings, this is likely to be in a very limited capacity and the principal use is likely be within regular business hours. A condition would be applied to any external lighting to prevent glare. UDP Policy DC6.2 relates to 'Housing on Backland Sites' and is not applicable to the consideration of this proposal. The existing building is outdated for modern office purposes and does not make effective use of the site. It is not listed as worthy of retention for its architectural or historic significance.

The buildings have sustainability embedded into their design and materiality. The load bearing precast concrete façade can be considered sustainable in having fewer manufacturing processes compared to materials such as steel; it can be sourced locally in the UK, reducing transportation distance to site; it can be dismantled and re-used at end of use, and therefore has an overall reduced environmental impact. The concrete also acts to absorb heat during the day and then releases it at night

when the building would otherwise cool significantly. Solar shading from the expressed façade acts to reduce overheating. Precast concrete is a modular technique fabricated in a factory, which means it can be constructed more efficiently with less waste than on-site casting.

The proposed uses give flexibility for an end user and are considered to be acceptable in this City Centre location. The proposal has come at a time when the City Centre requires more Grade A office space and investment and it would significantly improve the landscape and public realm for use by residents as well as office workers.

The applicant has considered all pre-application comments and has proposed a scheme that complies with the First Street SRF and planning policy. A set-back of 30m from adjacent properties and/or a limit of 5 storeys would render the project unviable. The adopted First Street Strategic Development Framework outlines the site as being suitable for office use

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, thereby supporting the economy, and create both direct and indirect employment. The development would be consistent with national and local planning policy and would promote a quality neighbourhood and sustainable travel patterns. The site is appropriate for a building of this scale and the development would be well designed and of a high quality.

Office development would be consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. There is an identified need for this use within the City Centre Strategic Plan and the First Street SRF. It would therefore assist in the promotion of sustained economic growth within the City.

The proposal would not have an impact on conservation areas and it would not harm the settings or significance of the nearby listed buildings.

The impact on residential amenity would be consistent with its City Centre location and would regenerate a site that is in need of investment and development, reinstating the urban grain, providing additional public realm and increasing permeability.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement; the Zero Carbon Framework; the Climate Change and Low Emissions Plan; and Green and Blue Infrastructure Strategy.

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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the 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 APPROVE

Article 35 Declaration

In assessing the merits of a planning application, officers will seek to work with the applicant in a positive and pro-active manner to finding solutions to problems arising in relation to dealing with the application. The officer provided advice with regard to inclusive access.

Conditions to be attached to the decision

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

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

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

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

Drawing numbers

140_MP_00_1000 Rev C Existing Site Location Plan
 140_MP_00_1001 Red Line Boundary Plan
 140_MP_00_1100 Demolition Site Plan
 140_MP_00_1200 Proposed Site Plan
 140_MP_02_2199 Rev A Basement, General Arrangement Plan
 140_MP_02_2200 Rev B Ground Floor, General Arrangement Plan
 140_MP_02_2201 Rev B 1st Floor, General Arrangement Plan

140_MP_02_2202 Rev B 2nd, 4th, 6th & 8th Floor, General Arrangement Plan
 140_MP_02_2203 Rev B 3rd, 5th, 7th & 9th Floor, General Arrangement Plan
 140_MP_02_2210 Rev B 10th Floor, General Arrangement Plan
 140_MP_02_2211 Rev B 11th Floor, General Arrangement Plan
 140_MP_02_2212 Rev B 12th Floor, General Arrangement Plan
 140_MP_02_2213 Rev B 13th Floor, General Arrangement Plan
 140_MP_02_2214 Rev B 14th Floor, General Arrangement Plan
 140_MP_02_2215 Rev B Roof, General Arrangement Plan
 140_MP_04_2201 Rev A Elevation BB, Medlock Street
 140_B2_04_2202 Rev A Elevation CC, River Street
 140_MP_04_2203 Rev A Elevation DD, Shortcroft Street
 140_B1_04_2200 Rev A Elevation AA, City Road East
 140_B1_04_2204 Elevation EE, B1, Central Atrium
 140_B2_04_2205 Elevation FF, B2, Central Atrium
 140_MP_05_2200 Rev A Section AA
 140_B2_10_4201 Bay Study 01, GF Colonnade Entrance
 140_B2_10_4203 Bay Study 03, External Balcony
 140_B2_10_4204 Bay Study 04, Shortcroft St, Back of House

2527-PLA-XX-XX-DR-L-0001 Rev P04 One City Road - Landscape GA
 2527-PLA-XX-XX-DR-L-0002 Rev P02 One City Road - Hardworks
 2527-PLA-XX-XX-DR-L-0003 Rev P02 One City Road - Softworks
 2527-PLA-XX-XX-DR-L-0004 Rev P02 One City Road - Furniture
 2527-PLA-XX-XX-DR-L-0005 Rev P02 One City Road - Lighting

13842-BKP-V1-XX-DR-C-530 Rev P1 Existing & Proposed Hardstanding Area

Design & Access Statement Issue No.01 dated 11.09.2020 by Jon Matthews Architects;
 Air Quality Assessment Ref: 1027521-RPT-AQ-001 dated 26 August 2020 by Cundall;
 Archaeological Desk-Based Assessment Report No: SA/2020/60 by Salford Archaeology dated August 2020;
 Crime Impact Statement version C: 26/08/20 Reference: 2020/0438/CIS/01 by Greater Manchester Police;
 Energy & Environmental Standards Statement Ref: P1370-ES-001 Rev B by Novo;
 Local Labour Undertaking to Manchester City Council by Commercial Development Projects Ltd dated 19/08/20;
 Planning Statement (including Blue and Green Infrastructure Statement) dated September 2020 by Deloitte;
 Townscape & Visual Impact Assessment (TVIA) dated 11.09.20 by Planit-IE;
 Television and Radio Reception Impact Assessment Issue:0.2 by GTech Surveys Limited;
 Ventilation Statement Ref: P1370-POL-001 Rev B by NOVO;
 Wind Microclimate report 1300125rep1v2 dated 10 September 2020 by Arcaero (Architectural Aerodynamics Ltd);
 Environmental Noise Study Ref: PR0641-REP01A-MPF dated August 2020 by Fisher Acoustics;
 Arboricultural Impact Assessment dated August 2020 by TEP (The Environment Partnership);

Ecological Assessment dated July 2020 by TEP (The Environment Partnership);
 Daylight and Sunlight Assessment dated 25 September 2020 by GIA;
 Flood Risk Assessment and Drainage Statement Job No. 13842 dated August 2020
 by Booth King Partnership Limited;
 North West SuDS Pro-Forma received by the City Council as local planning authority
 on 30 October 2020;
 Phase 1 Geoenvironmental Desk Study & Ground Stability Risk Assessment for
 Land at One City Road, Project No: NX406 dated 26 August 2020 by NX Consulting
 Ltd;
 Heritage Statement dated September 202 by Deloitte;
 Waste Management Strategy Rev: V02 Ref: 76657-CUR-00-XX-RP-TP-003, dated
 26 August 2020 by Curtins;
 Interim Travel Plan, Revision V02, Ref: 76657-CUR-00-XX-RP-TP-002, dated 26
 August 2020 by Curtins; and
 Transport Statement, Revision V02, Ref: 76657-CUR-00-XX-RP-TP-001, dated 26
 August 2020 by Curtins.

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

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of
 the Core Strategy.

4) No demolition, development, site clearance or earth moving shall take place or
 material or machinery brought onto site until all existing surface water drainage on
 site has been identified and a method statement to protect the River Medlock from
 accidental spillages, dust and debris has been supplied to and agreed by the LPA.
 The approved method statement shall be implemented and maintained for the
 duration of the construction period in accordance with the approved details.

Reason - To protect the watercourse from pollution, pursuant to Policies EN17 and
 DM1 of the Core Strategy.

5) a) Prior to the commencement of development, a report (the Preliminary Risk
 Assessment) to identify and evaluate all potential sources and impacts of any ground
 contamination, groundwater contamination and/or ground gas relevant to that phase
 shall be submitted to and approved in writing by the Local Planning Authority. The
 Preliminary Risk Assessment shall conform to the 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 Phase shall

not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase A 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 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 phase is occupied, then development shall cease and/or the development phase 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 Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

6) No development shall take place unless and until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to Greater Manchester Archaeological Advisory Service and the City Council as local planning authority for agreement in writing. The WSI shall cover the following:

a. A phased programme of fieldwork to include:

- targeted evaluation trenching, leading where necessary to;
- targeted open area excavation;

b. A programme for post investigation assessment to include:

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

c. Deposition of the final report with the Greater Manchester Historic Environment Record.

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

e. Provision for archive deposition of the report, finds and records of the site investigation;

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

7) a) Prior to the commencement of development, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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; and
- 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 six months of the first occupation of Phase A, details of the results of the scheme shall be submitted for consideration.

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

8) Prior to the commencement of 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 shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Vehicular routing and phasing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*Sheeting over of construction vehicles; and

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.

9) Prior to the commencement of development, 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. 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.

10) a. Full detailed designs (including the introduction of traffic regulation orders and other potential traffic measures if required) of all highways works, including the provision of two service laybys, two on-street parking spaces for disabled persons and one car club parking space, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing.

b. The highway works approved under part a. of this condition shall be implemented in accordance with the approved details prior to the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

11) Prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the buildings shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the buildings, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the

area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

12) Prior to the commencement of development, a programme for the submission of final details of the public and private realm works relating to that phase 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) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of the proposed street furniture including seating, bins and lighting; and
- (vi) Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

13) Prior to the commencement of development, details of surface water drainage works designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- Proposed attenuating green SuDS solution (as listed within the FRA dated August 2020) to be illustrated on proposed drainage layout;
- Runoff volume in the 1 in 100 year 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of achieving greenfield runoff rates, where feasible. As the site has existing structures, hydraulic calculations of the existing drainage system should be used to calculate brownfield run-off rates, this should also include a 50% betterment as per MCC Local Flood Risk Management Strategy;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with a 40% allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Assessment to show that surface water drainage to the River Medlock would not increase the overall discharge rates to the River Medlock or increase the sediment and pollutant loads in the River Medlock.
- Further investigation of groundwater levels on site and where necessary appropriate mitigation measures should be put in place to ensure that the proposed basement level does not become susceptible to groundwater flooding;
- Hydraulic calculation of the proposed drainage system; and
- Construction details of flow control and SuDS elements.

The approved scheme shall be implemented before first occupation of the development.

Reason - To promote sustainable development, secure proper drainage, manage the risk of flooding and pollution and to protect the ecological potential of the River Medlock, pursuant to national policies within the NPPF and local policies EN08, EN14 and EN15 of the Core Strategy.

14) No development 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 approved scheme shall be implemented before first occupation of the

development 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 pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

15) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

16) Prior to the commencement of development, studies containing the following, with regard to television reception in the area containing the site, shall be submitted to and approved in writing by the City Council as local planning authority:

- a) Measurements of the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Issue:0.2 by GTech Surveys Limited before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
- b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development 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. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. 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 provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television

reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

17) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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.

Prior to first occupation of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been 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 agreed noise criteria and timescales for the implementation of those measures.

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

18) Prior to first occupation of the development, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

Prior to first occupation of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been 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 agreed noise criteria and timescales for the implementation of those measures.

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

19) External areas within the application site shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

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

20) Prior to commencement of development, mitigation measures to safeguard local air quality shall be submitted to and agreed in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

21) Facilities for the storage and disposal of waste shall be provided in accordance with the Waste Management Strategy Rev: V02 Ref: 76657-CUR-00-XX-RP-TP-003, dated 26 August 2020 by Curtins before first occupation of the development. The Waste Management Strategy Rev: V02 Ref: 76657-CUR-00-XX-RP-TP-003, dated 26 August 2020 by Curtins shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22) Fumes, vapours and odours shall be extracted and discharged from any hot food use of the ground floor commercial unit in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

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

23) The ground floor commercial unit shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

24) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

25) Any food or drink use within the ground floor commercial unit shall operate in accordance with an Operating Schedule that has been submitted to and approved in writing by the City Council as local planning authority before the use commences. The Operating Schedule shall include a dispersal procedure for the premises (for the prevention of crime, disorder and public nuisance).

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

26) During the operational phase of the development, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

27) a. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. 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.

b. Prior to first occupation of the development, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been 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 criteria and timescales for the implementation of those measures.

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.

28) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement version C: 26/08/20 Reference:

2020/0438/CIS/01 by Greater Manchester Police. No building shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

29) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

30) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

31) 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 users of the buildings are met at a reasonable cost.

Reason - To ensure that the requirements of disabled guests are met in relation to parking and access, pursuant policies T1, T2 and DM1 of the Manchester Core Strategy.

32) The wind mitigation measures set out in the Wind Microclimate report 1300125rep1v2 dated 10 September 2020 by Arcaero (Architectural Aerodynamics Ltd) and shown in the approved drawings shall be fully implemented before first occupation of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

33) The development shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase B is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

34) Before first occupation of the development, one Car Club space shall be provided at the expense of the applicant in accordance with the approved drawings.

Reason - In the interests of providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

35) Before first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

36) Level access for disabled persons shall be provided into and throughout the buildings at all times that the buildings are in use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

37) The offices hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

38) The ground floor commercial unit hereby approved shall be used only for the display or retail sale of goods or for the sale of food and drink for consumption (mostly) on the premises as set out under parts (a) and (b) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town

and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for retail or food and drink purposes.

39) The windows at ground level, fronting onto River Street, Shortcroft Street, Medlock Street and City Road East shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed windows are an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

40) No externally mounted telecommunications equipment shall be mounted on any part of the development, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 128002/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)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Transport For Greater Manchester**

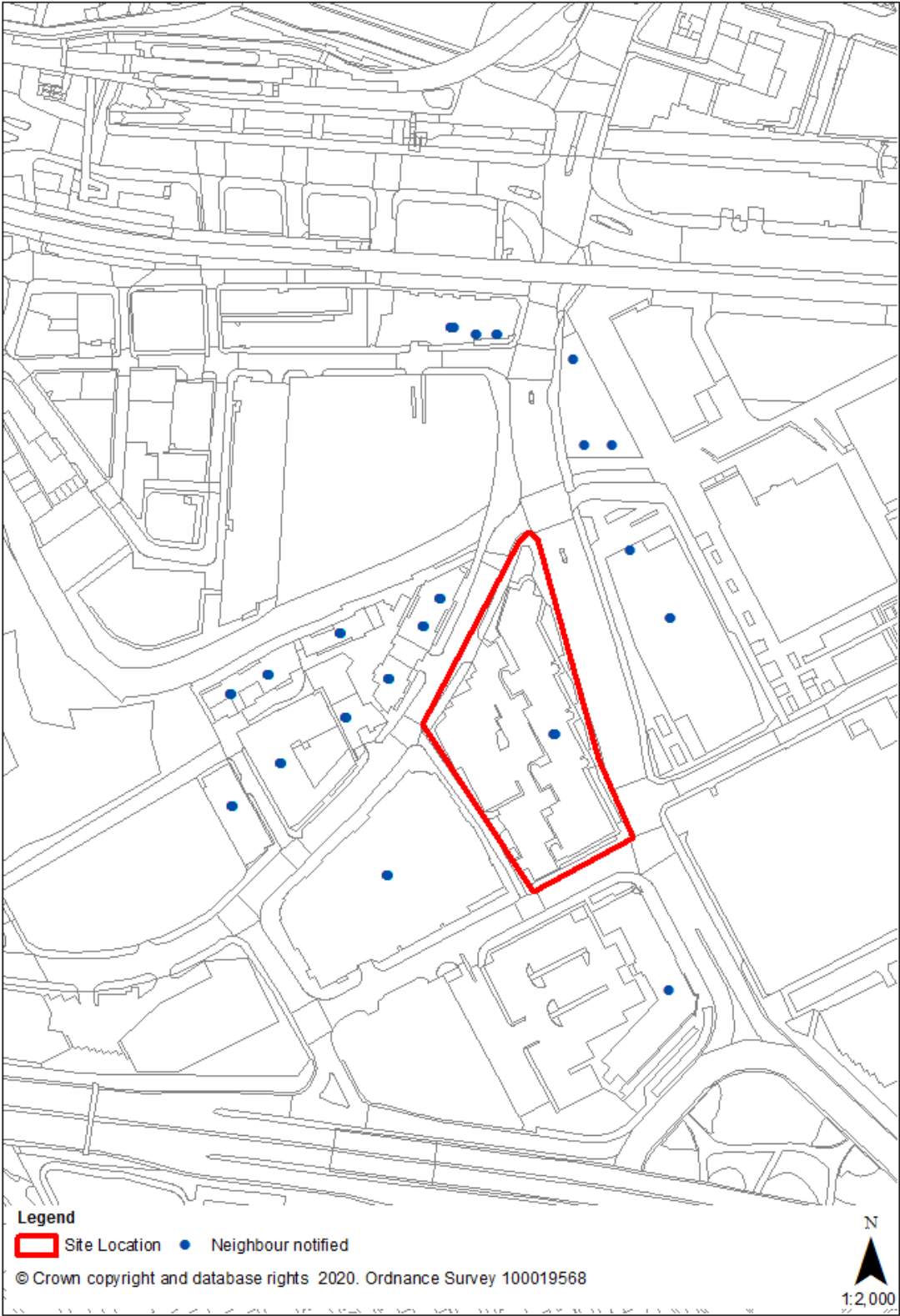
**Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Manchester Water Safety Partnership
Urban Design & Conservation
Work & Skills Team**

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Work & Skills Team

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
128018/FO/2020	9th Oct 2020	17th Dec 2020	Didsbury West Ward

Proposal Erection of a part three, part four storey building to provide 34 retirement apartments with associated communal facilities, landscaping and car parking following the demolition of the existing dwelling

Location Jessiefield, Spath Road, Manchester, M20 2TZ

Applicant McCarthy & Stone Retirement Lifestyles Ltd, C/o Agent

Agent Mr Chris Butt, The Planning Bureau, Unit 3 Edward Court, Altrincham Business Park, Broadheath, Altrincham, WA14 5GL

Executive Summary

The application proposals relate to the demolition of an existing detached residential property in West Didsbury and construction of 34 retirement apartments with associated car parking and landscaping. The proposals are being brought forward by a well known retirement apartment developer, to provide retirement living apartments without supported accommodation. 617 nearby properties were notified of the proposals and objections have been received from 116 residents from 102 separate addresses, with an additional petition with 50 signatures, two resident's associations, an MP and two ward Councillors relating to: loss of the existing building, scale and mass of the development proposals representing overdevelopment, detrimental impact on the character of the area, impact on highways and road safety, impact on residential amenity including overbearing, overlooking, loss of privacy and increase in noise disturbance; loss of green space, trees and associated impacts on ecology including bats. Full consideration of the matters raised is set out within the detailed report. The proposals would assist in providing an increase in much needed retirement accommodation in this part of South Manchester. However, the harm associated with the scheme, with regards to the scale and massing of the proposals and its impact upon the character of the area and the impacts of the proposals upon residential amenity is not considered to be acceptable.

Description

The application property is a large detached house built in 1937 within extensive grounds measuring c. 0.47 hectares at the junction of Spath Road and Lancaster Road. The area is predominately residential, characterised by large detached properties within large grounds, although Jessiefield has larger grounds than all surrounding property with a large wooded area to the south of the site. There are a number of tree preservation orders across the site. The property lies within the Didsbury West Ward.



The proposal is for the erection of a part three, part four storey building to provide 34 retirement apartments (16 one bedroom and 18 two bedroom) with associated communal facilities (such as resident's lounge, CCTV entry system, guest suite and alarm facility) landscaping and car parking for 26 cars (including 3 accessible spaces) following the demolition of the existing dwelling.

Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report. 617 letters of notification were sent out.

116 letters of objections have been received from 102 separate addresses (some residents writing on multiple occasions) in relation to this application. There is also a separate petition with 50 signatures.

Reasons for objection are on the grounds that:

- There would be an adverse impact upon road safety as the access is located on a dangerous dimly lit bend. The proposals would be hazardous for families, cyclists and runners using Marie Louise Gardens. Access should be from Lancaster Road.
- Lead to noise and pollution in a quiet area

- Increase traffic to the site, which has been underestimated
- Not enough parking, elderly people have cars, especially affluent elderly people
- Impact on Lancaster Road, which is privately maintained and suffers from potholing
- Impact of construction traffic, with regards to road safety, noise disturbance and damage to surrounding roads
- Inappropriate as constitutes 'over the top' incongruous, unduly prominent and dominant overdevelopment of the site akin to a hotel or student accommodation
- Too large, in both height terms, in street scene terms and with regards to the footprint, which extends almost the full depth of the site near to boundaries resulting in extraordinary change
- Result in overlooking, loss of privacy, loss of light and have an overbearing impact upon surrounding property
- Loss of landscaping, green open space (and inappropriate use of the woodland area), and impact upon the trees and wildlife on site specifically, birds, bats and a fox family, which has been stated to be of particular importance during the pandemic. Other brownfield sites are said to be more appropriate.
- Inconsistencies in the submitted tree information have been pointed out, and queries about the drainage layout made with regards to its impact on protective fencing for trees.
- The bat survey and biodiversity report submitted has been questioned.
- Removal of lawn and gardens would lead to increase in water run off
- Arts and Craft historic building should be retained and adapted, loss of an attractive family house. Development pressure resulting in loss of large homes should be resisted.
- Climate Change – With zero carbon aspirations schemes should involve the retention of and recycling of building materials, reference is made to embedded carbon.
- Section 106 offered is not meaningful for affordable housing provision in this area (shouldn't 6.8 of the proposed flats be affordable?) and should also provide for works to Lancaster Road and traffic calming to Spath Road.
- Design of scheme does not have architectural interest
- A scheme for a block of 13 flats (of a smaller scale) on this site was previously refused, a scaled back plan may make people less likely to object. The appeal inspector in the previous refusal stated that "whilst I recognise that the proposed building would site in a context of large, mature trees, I find its 4 storey element to be excessive in scale compared to surrounding development, which is predominantly 2 storey in height, with pitched roofs; this includes Jessiefield, to which the proposal would be closely visually linked. Despite the articulation in the design of the proposed building, it would in my view appear over-dominant in the street scene."
- Lack of bin storage and how does the bin lorry access and turn within the site
- Increased pressure of sewage/drainage
- Location not suitable for elderly residents given distance away from shops and amenities and state of pavements that are impacted by tree roots. It is also difficult to access public transport across busy roads.
- McCarthy and Stone don't offer support to the elderly with only a daytime presence and a call care system.
- The units proposed offer very little amenity space for residents of the proposed development.
- There is no need for more apartments for senior living in Didsbury, there are some 2 minutes away on Palatine Road.

- Compliance with policy H10 has not been demonstrated
- Impact of increase in elderly population on GP surgeries
- HS2 route is very nearby
- Would devalue properties surrounding
- The scheme is contrary to policies H1, H6, H10, SP1 and DM1

1 neutral letter was received setting out comments relating to construction management and road safety in relation to this site.

Needham Hall and Dundreggan Residents Group also wrote to object to the application for the reasons as set out above and additionally outline specific detailed concerns and inconsistencies in relation to the impact of the development on trees, the bat survey submitted, the transport assessment submitted which suggests that people will be travelling at 20mph and state this is unrealistic and there is no effective speed enforcement on Spath Road and vehicles travel in excess of speed limits. They comment that there are a lack of pavements planned. Comments query reference in the transport report to a scheme in Halifax and it's relevance. Comments are also made about the lack of lifts in the accommodation which would enable the transportation of waste. They also comment that they believe that feedback to the community consultation has been substantially disregarded.

West Didsbury Resident's Association have commented that although the proposed development is located beyond the area of WDRA's normal activity, they are satisfied that the proposal raises issues of broader community significance. They support the comments of Needham Hall and Dundreggan Residents Group.

Jeff Smith MP - Supports the principle of more specialist accommodation for older people in the area, however took the view that this application constitutes overdevelopment of the site.

The height of the proposed building is not in keeping with the area and would overlook neighbouring properties affecting their privacy and compromising their residential amenity.

Was also concerned about the removal of trees and would ask for a 3 for 1 replacement if the application is passed. Would like to echo local residents' comments that the development would have an overbearing impact on the street-scene of the development, so would ask for a condition that trees to be planted to shield the property from the road and mitigate the visual impact of any new development on the area.

Councillor Greg Stanton – Objects on the following grounds:

- Loss of an existing fine arts and craft-style house steeped in local history with heritage value
- Loss of trees, natural habitat, and conservation of well-established wildlife
- Overlooking, proximity to nearby properties and loss of neighbourly amenity
- Poor access, insufficient parking, and impact on traffic / safety
- General overdevelopment of site with high density buildings It is worth noting that the 2005 application to develop a considerably smaller structure than presently proposed was refused by Council and on appeal at the Planning Inspectorate

(077185/FO/2005/S2); whereas a more sympathetic application to develop two detached family homes was approved but not constructed. Supports and encourage the creation of new homes in the Ward and regrets the repeated failure of Government to build in the quantities required to house our growing population. Cannot in good conscience support an application that has been roundly rejected by residents that would live in close proximity and groups that represent those further afield from across our area. The extensive grounds of Jessiefield represent an opportunity to retain the existing house whilst also bringing forward a revised or indeed new proposal to overcome specific objections to the loss of mature trees and diminishment of neighbourly amenity through overlooking.

Councillor John Leech - Objects to the demolition of Jessiefield and the building of 34 flats in the garden of this house on the following grounds:

1. Overdevelopment of the site. A much smaller development was previously refused, and the proposal for 34 flats will dominate the site.
2. Lack of available parking spaces. Clearly 26 parking spaces for 34 flats is far too few. There will either be no parking for visitors, who are likely to be frequent, given that this is older person accommodation, or there will be even fewer spaces available for residents. The assertion from McCarthy and Stone that fewer residents will have cars is not the case. Other similar developments are much closer to local shops and amenities, and people living here would require a car to access shops and other services. Compare this to their Albany Road development in Chorlton, which is very close to 3 supermarkets, but there is still too few parking spaces, causing problems in the immediate area. Parking will spill over onto Spath Road which has a dangerous blind corner, and Lancaster Road, which is a private road. McCarthy and Stone may be able to force the work contractors not to park their vehicles, but they will not be able to stop residents and visitors from parking on Lancaster Road once the development is built.
3. Overlooking. Residents on Lancaster Road are very worried about the impact of overlooking into their property.
4. Loss of trees and wildlife - while most trees are marked to be retained, there will be the loss of a valuable hedgerow, which is a haven for wildlife. There are also genuine concerns that once built, attempts will be made to remove further trees, because the proposed building is too big and far too close the trees, and the developer will subsequently claim that the trees are too close to the building.
5. Loss of Jessiefield - any development of this site should retain the house, which is of significant architectural merit, and is a distinctive building on this section of Spath Road.

Housing

Support this type of development in Didsbury to ensure that there is a mixed market provision of older people's housing, especially where there is a higher level of affluence.

Highway Services

Do not object to the scheme and recommend conditions relating to off site highways (for alterations to the highway) works and construction management (which is

specific to the impacts of the scheme – with routing of construction traffic to avoid Holme Road and Dene Road West and a dilapidation survey).

They state that the site is considered to be adequately accessible by sustainable modes and is in close proximity to public transport facilities. Highways consider that the additional vehicle trips likely to be generated by this development can be accommodated on the adjacent highway network. They consider that the number of car parking spaces is acceptable given the sustainable location of the development site.

They have raised queries in relation to electric vehicle charging, the car parking layout, boundary treatment near the revised access and the swept path vehicle tracking for the refuse collection vehicle. Any responses to these queries will be reported to committee.

Environmental Health

Recommend conditions are attached to any approval relating to construction management, external lighting, external equipment insulation, refuse, air quality and contaminated land

Neighbourhood Team Leader (Arboriculture)

Had no objections from an arboricultural perspective subject to adherence to the method statement and protection of the retained trees information submitted. It was suggested that the appointed arboricultural consultant should be embedded into the scheme to ensure that supervision is overseen by a suitably qualified person during critical stages particularly to the parking bay installation on the north of the site.

MCC Flood Risk Management

Any comments received will be reported to committee.

Greater Manchester Police

Require the development to achieve Secured by Design accreditation and the submission and approval of boundary treatment plans that achieve the requisite security as recommended in the Crime Impact Statement.

Greater Manchester Ecology Unit

An Extended Phase 1 Habitat Survey and bat survey of the site was undertaken in Preliminary Ecological Assessment (PEA) of the site was undertaken in July 2020 (Report: Extended Phase 1 Habitat Survey, Inspection of Building for Bats and Dusk Emergence Bat Survey, Penny Anderson Associated Ltd, August 2020), which also included bat activity surveys of the building. The surveys appears to have followed best practice guidelines and been undertaken by suitably qualified ecologists.

The site does not have any nature conservation designations, nor are the proposals likely to impact upon any such site.

The building and lawn/formal garden areas are the dominant habitat on the site which will be directly impacts upon by the proposed development. The boundary vegetation including area of woodland to the rear of the site is proposed for retention with appropriate root protection zones.

Internal access to the building was not possible to inspect for the signs of roosting bats, due to Covid-19 precautions, however this was accounted for within the assessment of the site, and a dusk activity survey was undertaken in July 2020 to account for this limitation. No bats or evidence of bats roosting in the buildings were recorded during the survey results, and only low levels of bat activity were recorded during the nocturnal survey. No potential roost features were identified in any of the trees. No further survey work is recommended in relation to bats.

The trees and building on the site could support potentially support breeding birds, and the nests of all wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

Rhododendron was identified on the site. This species is listed on Schedule 9 of the Wildlife and Countryside Act, 1981 (as amended) making it an offence to spread this species in the wild.

No other protected species were recorded on the site, although it is possible that species such as hedgehogs will be present in the area. Measures to enhance the site for biodiversity have also been identified within the report.

Greater Manchester Ecological Unit made recommendations about conditions about bat surveys, lighting, breeding birds, tree works in line with British standards, measures in relation to rhododendrons, enhancements for biodiversity including features for hedgehogs and an informative relating to bats, were the local planning authority minded to grant consent.

High Speed Two (HS2) Limited

The red line location plan boundary falls within sub-surface safeguarding for Phase 2b of HS2. Having reviewed the proposal, the development is not directly above the proposed sub surface tunnels and therefore it is unlikely that the foundations required to construct the proposed development will affect HS2 works in that location. HS2 Ltd have no objection to the proposal.

United Utilities

Recommend conditions relating to surface water drainage and sustainable drainage management.

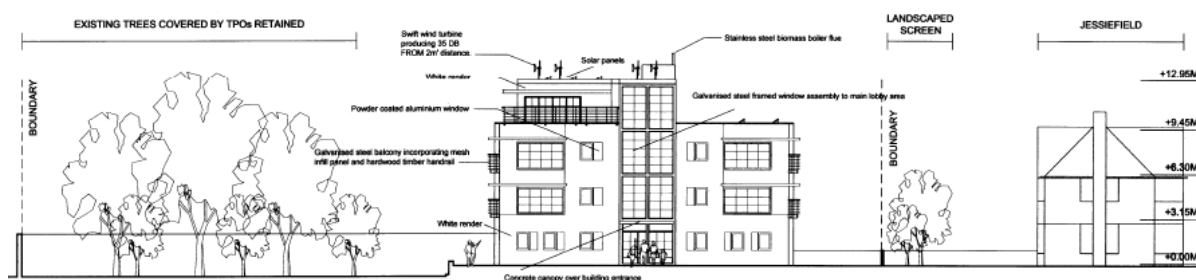
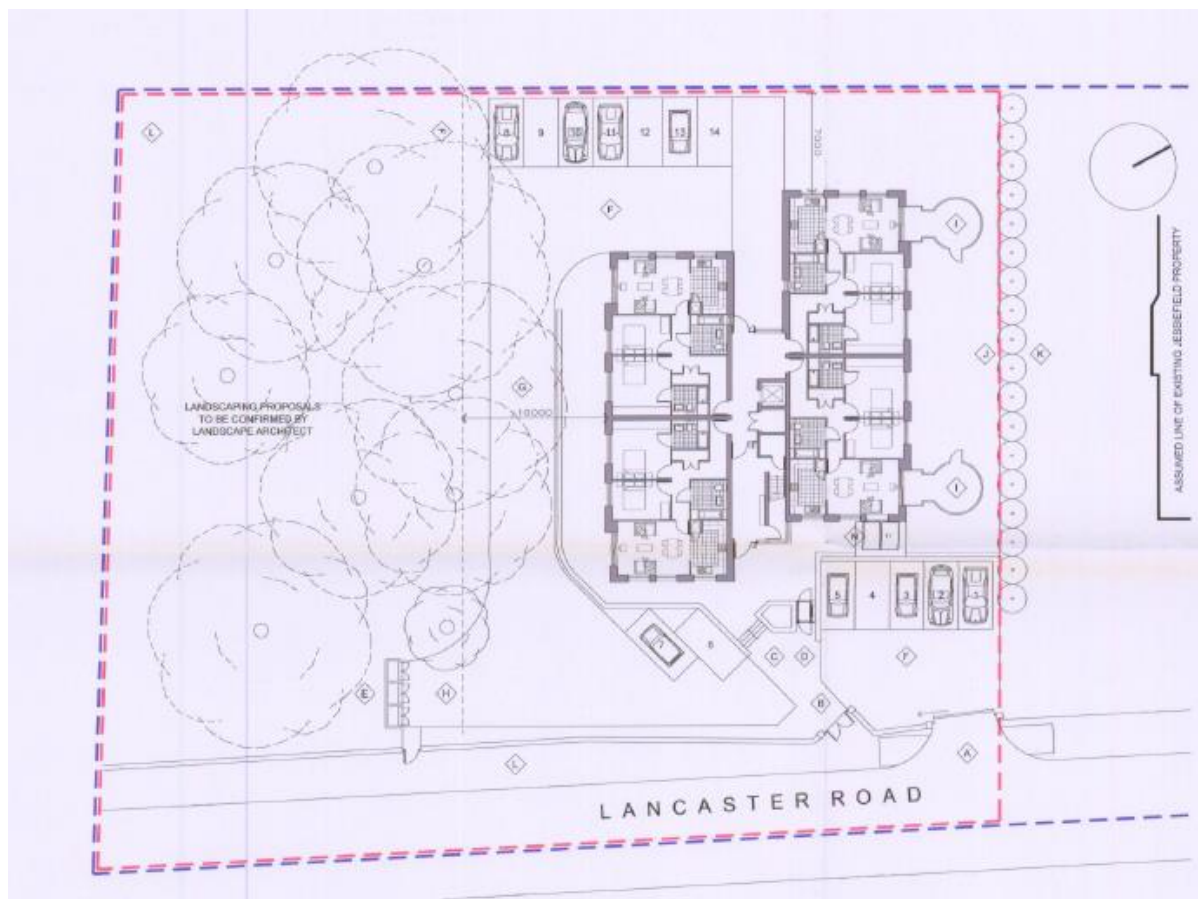
Issues

Planning History

The property appears to have been erected in the mid 1930's.

In 1975 planning permission was granted for a new porch and kitchen extension (F03625).

In 2005 an application (077185/FO/2005/S2) was submitted for the erection of a part 3/part 4 storey block of 13 apartments with associated landscaping and parking for 14 vehicles on land to the rear of the property.



This application was refused for the following reasons:

1. The proposed development constitutes overdevelopment, due to its size, massing and built form, which would have a detrimental impact upon the overall character of the street-scene and to the current levels of visual and residential amenity enjoyed within the vicinity of the site, contrary to Policies H2.2 and H2.7 in the Unitary Development Plan for the City of Manchester and the guidance contained within Planning Policy Guidance 3 (Housing) and Draft Planning Policy Statement 3 (Housing).

2. The proposed development, due to its size, siting and massing would have a detrimental impact upon the visual character of Lancaster Road and the current levels of visual amenity enjoyed along Lancaster Road, contrary to Policies H2.2 and H2.7 in the Unitary Development Plan for the City of Manchester and the guidance contained within Planning Policy Guidance 3 (Housing) and Draft Planning Policy Statement 3 (Housing).
3. The siting of the proposed development in close proximity to the dwellings on Holme Road would have a detrimental impact upon the current levels of residential amenity enjoyed by the occupants of those properties, particularly nos. 23 and 25 Holme Road, contrary to Policy H2.2 in the Unitary Development Plan for the City of Manchester.
4. The siting of elements of the car parking facilities to the front of the proposed building would have a detrimental impact upon levels of visual amenity, contrary to Policy H2.2 in the Unitary Development Plan for the City of Manchester and the guidance contained within The Guide to Development in Manchester 2 (2005).

There was an appeal against the refusal which was subsequently dismissed by the Planning Inspectorate.

The inspector concluded that the scheme would amount to overdevelopment of the site, identifying harm in the 4 storey nature of the proposal, which was considered to be excessive in scale compared to surrounding development, which is predominately 2 storeys in height. The inspector commented that despite articulation within the design that it appeared to be over-dominant in the street scene and went on to find harm to the character and appearance of the street scene. The scheme was also considered to cause harm to the residential amenity of neighbouring property due to the physical presence of the building and overlooking from it.

In 2009 planning permission was granted for the erection of two 3 storey detached dwelling houses with basement parking and associated landscaping on land to the rear of the property (089194/FO/2009/S2).

Policy Framework

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

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

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

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

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

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

Manchester Core Strategy

Local Development Framework

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

Policy H1 – Housing

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

Policy H6 – Housing

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

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. Consideration of matters with regards to this policy are set out within the issues section of this report.

Policy EN1 - Design Principles and Strategic Character

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

Policy SP1 - Spatial Principles

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

Policy DM1 - Development Management

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

Saved policies of the Unitary Development Plan

Policy DC26 - Development and Noise

Is relevant to the proposed development due to its potential to generate noise and disturbance through the operation of the retirement living apartments. Assessment of this impact is reported below.

Other Material Considerations

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2038, 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.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of

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

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

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

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

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

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

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

Issues

Principal (including principal of loss of building)

The existing building on the site is an attractive five bed detached family house and its loss would be regrettable. However, the house has no formal designation and has been assessed as not being worthy of being classified as a non-designated heritage asset. The property does not lie in an area of any designation. The loss of the house in itself, if it were to accommodate an appropriate scheme for redevelopment for retirement living apartments would be acceptable in principle. It is noted that the scheme is not a supported housing scheme and as such there is no reference to policy H10.

There is no objection to an apartment scheme for retirement living in principle having regard to policy H6 of the Core Strategy, as the development would satisfy an exception to the policy which aims to locate apartment led development within district centres as part of mixed use developments. The scheme would provide social benefits, through trying to meet a particular need, which is evidenced as required in comments received from housing. The scheme would provide economic benefit, through spending of the occupants in the local and district centre, which are within close proximity and would result in the freeing up of family housing. In the short term the scheme would also lead to construction jobs.

There is no resistance to promoting efficient use of land with regards to the National Planning Policy Framework. Historically a scheme for two houses within the gardens and a scheme for extensions to the house have been deemed as appropriate.

Scale of the Development Proposal



View from Spath Road and Lancaster Road



Front and Rear Elevations and Side Elevations

The existing house on the site is finished in a mix of red brick, vertical hanging clay tiles and white render to the elevations with clay roof tiles to the roof, set in large, landscaped grounds.

The design and access statement submitted with the application sets out that neighbouring properties are generally detached, with a couple of semi-detached dwellings that are mostly 2 to 2.5 storey in height utilising the same palette of materials as described above.

Reference is then made to a buildings of scale of 3.5 /4 storey property at the junction of Spath Road and Holme Road. Which the applicant believes sets a precedent for larger scale massing. Stating that they are accommodated within their site without impacting upon the amenity of neighbouring property. Please see the buildings referenced depicted below:



What can be seen from the image above is that whilst development of scale has been accommodated, it is not as proposed in this application.

Taking each property in turn, Lynwood to the north east corner of the junction is a part two / part three storey original family house.



1 – 36 Spath Holme flats to the north west corner of the junction are historic apartments, which are three storey and linear.



To the south east corner of the junction lies a development for apartments within the grounds of Needham Hall granted consent in 2007 (082214/FO/2007/S2). The scale and massing of development of the site was broken into separate buildings which were set well back from site boundaries to prevent adverse impacts upon neighbouring residential property.



To the south east corner lies Cairncroft, which had consent in 2003 (068834/FU/2003/S2) for the conversion of the existing building and erection of a part 2/3 storey extension to form 16 apartments with 16 parking spaces and access from Holme Road.



It is not considered that any of the above buildings would justify the scale and massing of the application submitted.

The building proposed would present a four storey c. 14.4m high frontage of 34 m width to Spath Road. Whilst this would be set back from Spath Road c.7.8m further into the site than the front part of the building currently on site, this would be an

increase in height over the existing house, which has variegated height between the main ridge, the lower projecting gables a lean to hip to the east and a lean to garage to the west.



Proposed Elevation to Spath Road



Existing Elevation to Spath Road

This increased mass would sit behind a substantial car parking area that would be visually prominent from Spath Road and would not contribute positively to the character of this particular residential area.

To the Lancaster Road frontage the scheme would present a part four storey, part five storey frontage measuring c.41.3m length.



Proposed Elevation to Lancaster Road



Existing Elevation to Lancaster Road

The scheme proposed would be far more visually dominant from Lancaster Road, despite mature screening to the boundary. The elevation would sit back from the site boundary by only c.3.5m at one point at the corner of Lancaster Road and Spath Road, with a maximum distance to the site boundary at c.9.5m, along the 41.3m length.

The applicant seems to rely on the setbacks of the building proposed from the back of footpath, the mature screening offered by existing trees, the retention of the woodland to the south of the site, the drop down in the height of the rear section of the proposal and the scale of neighbouring developments (as assessed above) to justify the scale and massing of the scheme, rather than an assessment of the historic pattern of development.

Design

The building would be constructed utilising a red brick palette and a grey/buff brick to the front elevation which the applicant describes as separating the front of the building into two villas. It is not considered that the material selection would have this effect.

The scheme has incorporated projecting gables aiming at a contemporary reinterpretation of a Victorian villa, with the use of decorative brick detailing, including projecting balconies. Plain clay roof tile have been selected for the roof material.

Combined comment on Scale and Design

The combined effect of the selection of a limited selection of traditional palette of materials, the large number of windows and balconies and the extent and height of the building proposed is institutional in scale. The extent of the elevations of a non-variegated height without sufficient articulation make the physical presence of the building imposing and overly dominant. There is no precedent for a building of such a design or scale. The location at the confluence of two minor roads in a residential setting does not offer justification for a building of such a scale and despite the setback of the building into the site and presence of mature screening to the boundaries, the building would be incongruous to the detriment of the visual amenity and character of this particular residential area.

Some comments have been made by the applicant about the approval of a large single storey extension in 2019 to accommodate a swimming pool for the use of the existing house. The scale and footprint of this structure is not comparable to the scheme that is the subject of this application.

Residential Amenity

There is currently one residential property on the site, which would be replaced with 34 (16 one bedroom and 18 two bed) retirement living apartments with a House Managers office, residents lounge and guest suite.

There would be an increase in activity on the site and an increase in the numbers of vehicles within the application site.

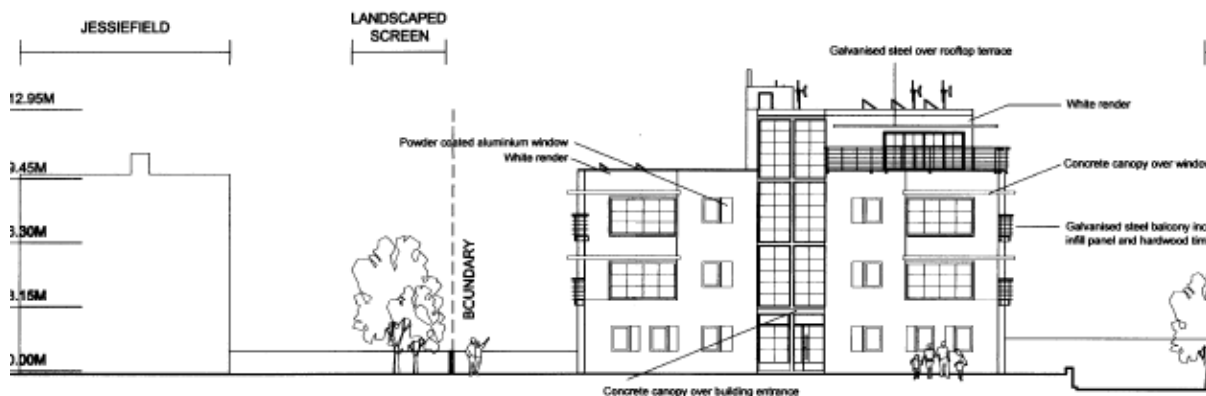
The property on site presently has a number of cars accommodated on the large driveway accessed from Spath Road. The development proposals include parking for 26 cars accessed from the same access from Spath Road, which would be widened (including the loss of two trees).

The development would lead to an increase in activity on site and in the numbers of comings and goings from the site causing noise disturbance in this residential area. This would cause harm to the residential amenities of surrounding property, contrary to policy DM1 of the Core Strategy, saved policy DC26 of the Unitary Development Plan and the National Planning Policy Framework.

Comments have been received from residents expressing concerns relating to the physical presence of the build and the potential for the scheme to have an overbearing / overdominant impact and lead to a loss of privacy through overlooking.

Holme Road

At the time of the previous appeal scheme for development of the site, the appeals inspector found that the proposals at that time, were harmful, specifically in relation to being overbearing and resulting in overlooking and loss of privacy to the properties at No. 23 Holme Road, as the building would be located 7m from the rear boundary and No. 25 Holme Road, as the building would be located 11m from the rear boundary. The scheme for development was three storey with a partial four storey roof extension, with Jessiefield retained, as below:



This first gable of the scheme now proposed depicted below would be located some 6m from the shared boundary with Cairncroft at four storey in height. The second gable of the scheme depicted below would be located 12m from the shared boundary with No. 23 Holme Road. The three storey element would be located c. 15m from the rear boundaries to properties on Holme Road.



It is considered that the scheme proposed would be overbearing to, and despite mature dense screening to the boundary, provide overlooking and loss of privacy to the residents of properties on Holme Road.

It is not considered that the scheme would be detrimental to the amenities of property on Lancaster Road and Spath Road, by virtue of the separation distances in excess of 27m plus.



Highways

The case has been submitted that the profile of the occupant is such that there is limited car ownership. There are 26 spaces (including 3 accessible parking spaces) for 34 units.

These units are not occupied those with supported care needs and are for retirement living, which would mean car ownership levels would be higher than for those with care needs, however it is not considered that parking requirement would be 100%. Given the sustainable location of the development site, it is considered that this level of car parking is appropriate.

A number of residents have raised concern about the safety of the existing access and the impact that the increase on the amount of traffic to the site would have upon road safety. The scheme has been assessed and Highways have not raised safety concerns about the operation of the highway.

Whilst the applicant identifies the condition of Lancaster Road in their submission and states that they will undertake health and safety risk assessments to inform their construction management plan, they do not state that they will undertake a

dilapidation survey, which would be a pre-requisite is the City Council were minded to support redevelopment of the site.

A number of queries from Highways have been shared with the applicant as per their comments included above, any response will be reported to committee.

Construction Management

If the City Council were to support redevelopment of the site, it would be the subject of a condition requiring a Construction Management Plan that would control the impacts of construction of the amenity of neighbouring premises and upon the highway network.

Trees, Landscaping and Ecology

Trees and hedging have largely been retained as part of the development proposals with the exception of those that need to be removed due to their condition or that are not of sufficient quality to retain. No tree that are the subject of a protection order are impacted.

The scheme would see the removal of 6 trees, a variegated holly (tree 10) and magnolia tree (tree 40), it would need some minor pruning works to trees (14-17), the widening of the access would result in the removal of a group of holly and cherry laurel shrubs (tree 1) and an ash (tree 44) and magnolia tree (tree 8) would be lost to accommodate the parking area. A sycamore tree close to the shared boundary showing lack of vitality would also be removed.

The City Council Arboriculturalist had no objections subject to adherence to the method statement and protection of the retained trees information submitted and subject to a condition that an arboricultural consultant should be embedded into the scheme to ensure that supervision was overseen by a suitably qualified person during critical stages particularly to the parking bay installation on the north of the site.

A large amount of lawned area and soft landscaping is replaced to accommodate the building proposed and the car parking area to the Spath Road frontage. This large expanse of hard landscaping required to accommodate the development and the parking associated is indicative of the level of overdevelopment of the site and is not appropriate, but does not form a reason for refusal in its own right.

Despite the comments of concern from a number of local residents, Greater Manchester Ecology Unit did not object to the scheme and its impact on protected and non-protected species subject to the imposition of conditions.

Were the scheme acceptable in other regards landscaping proposals could be negotiated to secure appropriate replanting and biodiversity gains.

Sustainability

The location of the site is sustainable within walking distance of amenities.

The proposal includes some detail about the efficiency of the building taking a fabric first approach with a 1% improvement over the target CO2 emissions and a 20% improvement over the target energy usage.

A scheme for 13 apartments on land to the rear of Jessiefield refused consent in 2005, upheld at appeal, was a zero carbon scheme, that the inspector considered couldn't overcome the material harm of that much smaller scale scheme.

Accessibility

The scheme has been designed to be accessible for the occupants of the proposals. The apartments are designed to lifetime homes standards and are capable of wheelchair adaptation and meet part M of the Building Regulations. There is a lift core in the building located centrally. There are 3 accessible car parking spaces and a mobility scooter store at the entrance.

Amenity space

The occupants of the proposed development would have access to private balcony areas and to landscaped grounds and the woodlands, and as such they would have sufficient access to amenity space.

Crime

Greater Manchester Police had no objection to the scheme subject to the imposition of a condition that the scheme meet Secured by Design standards the submission and approval of boundary treatment plans that achieve the requisite security as recommended in the Crime Impact Statement. Were the City Council minded to approve a scheme negotiations with regards to boundary treatments could be undertaken.

Affordable Housing

The scheme submitted was accompanied by a financial viability assessment setting out an offer for off-site affordable housing provision, which is being assessed. However, as there are concerns relating to the scale of the proposals and the impacts of the development upon residential amenity, it is not considered that the offer of an affordable housing contribution would be of such materiality that it would outweigh the harm identified elsewhere in this report.

Conclusion

The City Council have weighed the benefits of the scheme such as the social benefits of the provision of retirement living apartments, the contribution to affordable housing provision, the economic benefits of the location of the proposed occupants near to local and district centres, the freeing up of family housing, construction jobs and the sustainability of the buildings against the impacts of the development.

Despite the benefits of the scheme, it is not considered that these considerations outweigh the significant harm of the scale of the development proposals to the

character of the residential area within which it would be located. The building proposed would be overly dominant and incongruous.

The number of units proposed and the comings and goings to the site and associated noise disturbance would cause harm to the residential amenities of the occupants of neighbouring property.

It is considered that the scheme would be harmful to the residential amenities of those properties on Holme Road looking towards the development proposals by virtue of the scheme being overbearing and offering overlooking and loss of privacy.

It is considered that the development proposed would be contrary to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

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 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 REFUSE

Article 35 Declaration

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

Reasons for recommendation

1. The scale and massing of the development proposed would cause harm to residential amenity by virtue of providing an overbearing structure that would

also give rise to overlooking and loss of privacy to properties on Holme Road, contrary to policy DM1 of the Core Strategy.

2. The demolition of the family dwelling house and creation of 34 retirement apartments and the creation of a car park within the front garden, will result in unduly harmful levels of activity and general disturbance from the increase in comings and goings from the development due to increased levels of domestic activity taking place on site. This will lead to an increase in noise disturbance which would cause unacceptable harm to the residential amenity of existing occupants within the surrounding area, which is contrary to Policies SP1, H1 and DM1 of the Manchester Core Strategy (2012), saved policy DC26 of the Unitary Development Plan, the Guide to Development in Manchester (2007) and the National Planning Policy Framework (2019).
3. The design of the development constitutes an overly dominant incongruous structure in the street scene to the detriment of the visual amenity and character of the area, by virtue of the height and the extent of the building, contrary to policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 128018/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
Greater Manchester Police
Greater Manchester Ecology Unit
High Speed Two (HS2) Limited

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

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