



Planning and Highways Committee

Date: Thursday, 19 September 2019
Time: 2.00 pm
Venue: Council Chamber, Level 2, Town Hall Extension,
Manchester

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

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

Filming and broadcast of the meeting

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

Membership of the Planning and Highways Committee

Councillors

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

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

2. Appeals

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

3. Interests

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

4. Minutes

To approve as a correct record the minutes of the meeting held on 22 August 2019.

7 - 18

5. 122300/FO/2019 - Merseybank Playing Fields, Waterford Avenue, M20 2ZN - Didsbury West Ward

Didsbury West
19 - 52

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

6. 124320/FH/2019 - 53 Kingston Road, M20 2SB - Didsbury East Ward

Didsbury East
53 - 66

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

7. 121460/FH/2018 - 53 Kingston Road Garage and Wall, M20 2SB - Didsbury East Ward

Didsbury East
67 - 82

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

8. 120607/FO/2018 - Platt Lane Complex, Yew Tree Road, M14 7UU - Fallowfield Ward

Fallowfield
83 - 114

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

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| 9. | 121979/FO/2018 - Blackfriars House, Parsonage, M3 2JA - Deansgate Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | Deansgate
115 - 148 |
| 10. | 123522/FO/2019 - Pearl Assurance House, 25 Princess Street, M2 4HH - Deansgate Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | Deansgate
149 - 202 |
| 11. | 121375/FO/2018 - 20 - 36 High Street, including Church Street Market Stalls, M4 1QB - Piccadilly Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | Piccadilly
203 - 328 |
| 12. | 122599/FO/2019 - 1 Adair Street, M1 2NQ - Piccadilly Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | Piccadilly
329 - 392 |

COMMITTEE SITE VISITS:

There will be three site visits for members of the Planning and Highways Committee that will take place prior to the meeting as follows:

Platt Lane Complex, Yew Tree Road, M14 7UU (Agenda Item 8)

Coach will depart from Albert Square at 9:30am and will arrive at Platt Lane complex at 9:45am.

20-36 High Street, inc. Church Street market stalls, M4 1QB (Agenda Item 11)

Coach will depart from Platt Lane at 10:05am and will arrive at High Street in the City Centre at 10:20am.

Pearl Assurance Building, 25 Princess Street, M2 4HH (Agenda Item 10)

From High Street, committee members will walk to the next site at Pearl Assurance Building, 25 Princess Street at 10:35am and arrive at 10:45am.

Committee members will return to the Town Hall at 11:00am.

Meeting Procedure

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

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

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

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

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

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

Information about the Committee

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

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

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

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

Further Information

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

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

This agenda was issued on **Wednesday, 11 September 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 22 August 2019

Present: Councillor Curley (Chair)

Councillors: Nasrin Ali, Shaukat Ali, Clay, Y Dar, Davies, Hitchen, Kamal, J Lovecy, Lyons, Riasat, White and Wilson

Apologies: Councillor Madeleine Monaghan and Watson

Also present: Councillors: Andrews, Bridges, Chambers, Kilpatrick, Leech, A Simcock and Wright

PH/19/70. Supplementary Information on Applications Being Considered

Decision

To receive and note the late representations.

PH/19/71. Minutes

Decision

Subject to an amendment to record that Councillor White was not present at the meeting, to approve the minutes of the meeting held on 25 July 2019 as a correct record.

PH/19/72. 123522/FO/2019 - Pearl Assurance House, 25 Princess Street, Manchester, M2 4HH

The committee considered a request for a site visit to allow members to assess the proposed development site, its relationship to the Law Library office building across from it, and the proposed arrangements for waste storage and collection.

Decision

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

PH/19/73. 121857/FO/2018 - 84 Cambridge Street, Manchester, M15 6BP

This application was for the erection of a twelve-storey purpose built student accommodation building with three storey element to rear comprising 82 units with roof top terrace and associated landscape and highway works, following demolition of existing structures.

At the Planning and Highways Committee meeting on 14 March 2019, members resolved to defer determination of this application in order to undertake a site visit before making a decision. A site visit was undertaken on the 11th April 2019. The committee then met later that same day and at that meeting members were minded to refuse the application due to concerns expressed regarding the negative impact of the proposed development on neighbouring properties resulting in a loss of amenity, overlooking, and reduction in daylight. The application was therefore deferred and the Director of Planning asked to bring a report which addresses the concerns raised and potential reasons for refusal.

Following committee on the 11th April 2019 the applicant sought to review the scheme with a view to making changes to address the concerns that had been expressed by the committee. Revised plans had been submitted in June 2019. A further site notification was therefore undertaken on the basis of the revised drawings.

The alterations to the scheme comprise a reduction in the height of the rear of the building by nine storeys from twelve storeys to three storeys and a consequent reduction in the number of units from 97 units to 82 units.

At the meeting it was reported that further residents' comments and objections had been received. These raised concerns about the proposed access for the servicing of the building and refuse collection. That would be over an area of land used as a play area by children, and the vehicle movements would be a potential hazard. A petition of 87 signatures had also been received opposing the development on the grounds of reduction in daylight levels in surrounding properties, over shadowing, overlooking and loss of privacy, inadequate means of access, traffic generation, noise, disturbances and the risk of anti-social behaviour. Further representations had also been received from the applicant that related to community engagement, access proposals and plans for the development of community benefit projects as part of the scheme.

The meeting was addressed by an objector to the application. He spoke of residents' continuing concerns about loss of light to nearby buildings, loss of amenity to residents and the local community, disruption to the local highways and extra congestion, and that despite the changes proposed in the revised plans the development would still be over-dominant.

Councillor Wright, a Hulme ward councillor, then addressed the committee. She supported the views expressed by the objector, echoing that little had changed between the original application and the revised plans. The building would still be towering over neighbouring properties resulting in loss of light. She asked the committee to again refuse the application.

A representative of the applicant then spoke. The applicant is a well-established developer of student accommodation and this scheme was their first development in Manchester. The scheme had been redesigned since the committee had considered it in April, with work done to assess the possible impact on the daylight levels enjoyed by neighbouring buildings. The outcome of those sunlight daylight assessments were

reported in the officer's report. The application was supported by the University and the applicant was committed to being a good neighbour.

The committee was told of the way that these revised plans differed from the scheme that was rejected by the Committee earlier in the year. Members noted the study of light levels that had been done by the applicant. There were concerns expressed about the finding that of 52 windows in the student accommodation that had been assessed, only 19 would comply with BRE guidelines for light levels. Members were reluctant to accept that students were not deserving of the same levels of daylight that would be expected for more permanent residents of a development. Members welcomed the changes that the developer had made to the scheme but still felt that the proposals were overly detrimental to the amenity of neighbouring residential properties, would result in accommodation with insufficient levels of light, inadequate servicing arrangements, loss of privacy and traffic concerns.

Decision

Minded to refuse for the reasons that the proposed development would impact on neighbouring properties with a loss of amenity, overlooking, and reduction in daylight to neighbouring properties and within the building itself. The committee agreed that the proposal was therefore in conflict with policies Policy SP1 - Spatial Principles, Policy EN1 - Design Principles and Strategic Character Areas, Policy EN 2 - Tall Buildings, and Policy DM1 - Development Management.

(The Head of Planning has been requested to submit a report which addresses the concerns raised and whether there are reasons for refusal which could be sustained.)

PH/19/74. 123274/FO/2019 - Xaverian College, Lower Park Road, Manchester, M14 5RB

This application was for the erection of a 2 storey teaching block and re-arrangement of the associated car park.

This application was reported to committee on 25th July 2019 following a site visit that morning. As members resolved that they were minded to refuse the proposal, the application was deferred and requested that a report be brought back which addresses the concerns and provide for further consideration of potential reasons for refusal. Members were minded to refuse the application on the basis of the following:

- The proposals were in conflict with Core Strategy policy EN3 and saved UDP policies DC18 and DC19.

At the meeting it was reported that the applicant had sought to address the concerns that members had by proposing to provide alternative views across the open spaces towards the listed buildings on the campus, including the creation of a new opening in the wall along Dagenham Road where the existing high wall could possibly be lowered and replaced by railings. That would allow new views into the site. A planning application had already been submitted (123188/FO/2019) which related to works on the boundary walls around the college. The late representations that were

submitted also proposed amendments to conditions 3 and 12 from those that had been included in the officer's original report.

The meeting was addressed by an objector. He was concerned about the scheme's harm to the setting the heritage assets near to where the new building would be built, and also on the wider conservation area. He considered the design of the teaching block to be poor and believed that other possible locations for it on the campus should be investigated by the committee.

The meeting was then addressed by the Finance Director of the college, speaking as the applicant. The proposed building was important to the college's capacity to teach more 16-18 year olds. The college was sympathetic to the concerns about the heritage assets and the conservation area but felt that the proposed location was the best one to preserve green-space on the campus, and to not create other problems on the campus site.

At the meeting the officer explained how other possible locations had been looked at, but they had all presented issues that made them less suitable than the location that was before the committee.

In considering the application, Members welcomed the applicant's suggestion for allowing new views into the campus. Members sought an assurance that consent for the development could also be subject to a condition on the creation of those views, and the changes to the boundary wall to allow for that. The Director of Planning confirmed that approval could be subject to such a condition, and on being satisfied that the college would undertake the boundary work as part of the implementation of the scheme.

Decision

Minded to approve with the authority to approve the application delegated to the Director of Planning, in consultation with the Chair of the Committee, subject to the conditions and reasons set out in the report, and as amended in the late representations submitted at the meeting, and subject to the Director being satisfied that the proposals for creating new views into the site by opening sections of the wall could be secured by way of an additional condition attached to the consent.

PH/19/75. 123744/FO/2019 - 559A Barlow Moor Road, Manchester, M21 8AN

This application was for the change of use from shop (Class A1) to restaurant/cafe (Class A3) and installation of flue to the side and a retractable awning to the front.

The application site relates to a vacant ground-floor shop formerly a delicatessen known as Hickson and Black's. The site has been used more recently as a premises known as Lord of the Pies, which was a café/bar, but did not benefit from planning permission for this use. The property is located centrally within the Chorlton District Centre. Within this parade there are commercial premises used as Thai massage parlour, nail and beauty salons, a holistic health centre, and an estate agent's. The property is two storeys in height and the upper floor is in use as a holistic health

centre. The application site is on the western side of Barlow Moor Road. There is a bus stop with links to the city centre approximately 55 metres from the premises, and the property is a short walk away from the Chorlton Metrolink Stop.

The property is semi-detached and has a narrow passageway to the southern side elevation and a shared vehicular access to the rear yard area, adjacent to the adjoining semi to the north, which is shared with the neighbouring properties to the side and above.

At the meeting the officer proposed that condition 9 in the printed report would need to be amended to require the submission of a full waste management strategy that would need to be approved in writing by the City Council as local planning authority.

The applicant addressed the committee. He explained how work to convert the property to his intended use had commenced without his awareness of the need to obtain consent for the intended new use. Work had then ceased when the application had been submitted. He hoped that the committee would be able to support the application that would bring a vacant unit back into use and create six new jobs in the neighbourhood.

In discussing the application members expressed some concerns about the proposed servicing arrangements for the new café, and it was suggested that the servicing hours be Monday to Saturday 8.00am to 8.00pm, rather than 7.30am to 8.00pm as proposed in the report. It was also suggested that a maximum noise level 30dB be added to the proposed wording of condition 6.

Decision

To approve the application subject to the conditions and reasons set out in the report, with condition 4 amended so that deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 08:00 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays; and with the Director of Planning authorised to review and amend the wording of condition 6 to consider the inclusion of a noise limit of 30dB and the rewording of condition 9 to require the submission and approval of a full waste management strategy.

PH/19/76. 120607/FO/2018 - Platt Lane Complex, Yew Tree Road, Manchester, M14 7UU

The committee considered a request for a site visit to allow members to assess the site's location and its relationship to nearby residential areas.

Decision

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

PH/19/77. 123748/FO/2019 - The Site Of The Fire Damaged Paterson Building On Wilmslow Road And North Of Oak Road, Christie Hospital NHS Trust, 550 Wilmslow Road, Manchester, M20 4BX

(Councillor Wilson declared a prejudicial interest in this as he was going to make representations on the application to the committee. Having done so he withdrew and took no further part in this decision.)

This application was for the erection a part 3, part 7 and part 10 storey building plus a basement level to accommodate biomedical research laboratories, consultant workspace, collaboration spaces, and an ancillary café, together with external storage and servicing compound, cycle storage facility, external hard and soft landscaping, and plant and equipment.

This application relates to a 0.64 hectare site formally occupied by the four storey Paterson Building to the north of the Wilmslow Road/Oak Road junction and a separate site on the northern side of Kinnaird Road. The Paterson Building was damaged by fire in 2017 and permission was granted for its demolition in December 2018 (ref. 121526/DEM/2018). It has been substantially demolished and work is expected to be finished by September 2019. The site is located within Flood Zone 1 (low risk of flooding) and is not located within an Air Quality Management Area.

The main site is located on the western side of Wilmslow Road, within the main Christie campus and adjoins hospital buildings to the west and north. The campus is made up of a variety of buildings of differing scale, though they are predominantly 4 to 5 storeys in height. On the opposite side of Oak Road is a three storey residential property and elements of a 2 storey commercial premises that fronts Wilmslow Road. There are a number of three storey residential properties and the three storey Manchester Cancer Research Centre (MCRC) on the opposite side of Wilmslow Road.

The smaller site is to the north of Kinnaird Road and adjoins the MCRC building. On the opposite side of Kinnaird Road there are 3 and 4 storey residential properties.

At the meeting the late representations were presented to the committee. Further letters of objection had been received from local residents, and the matters raised in those letters were reported. The views and concerns of a ward councillor for a neighbouring ward were set out. Further correspondence had been received from the "Rethink Patterson Residents' Group" and the issues raised in that were set out.

Further comments and information provided by objectors were referred to relating to air quality, whether the building would be a precedent for other buildings of a similar height in that part of the city, the impact on the Withington Conservation Area, and the concept of the Team Science approach that had been an important factor in the building's design. Clarification was also given on the form and number of letters of support and objections.

The meeting was then addressed by a local resident who spoke as the representative of the objectors to the proposals. She believed that the proposed building would be in breach of national and local planning guidance and the existing Christie Strategic

Planning Framework. She felt that it would set a dangerous precedent for tall buildings in residential areas. She questioned the validity of the 'Team Science' analysis that had resulted in the proposal of a tall building saying that much research in that subject had concluded that horizontal arrangements were more effective than vertical arrangements, and that a lower and flatter building would be a more effective design. If the whole of the footprint area of the destroyed building was utilised it would be possible to have a lower and flatter building instead. She asked the committee to defer the application to allow for a better design to come forward that would not be as tall.

Councillor Chambers was next to address the meeting, a ward councillor. She spoke of the pride that the ward councillors have in the Christie, the care it provides and the research it undertakes. She recognised the benefits of the co-location of research and treatment activities and so the benefits of redeveloping the Patterson site. Nevertheless, there were considerable local concerns about the height and design of the proposed building and the wider impacts of additional traffic and congestion. The ward councillors sympathised with those concerns and needed reassurance that all options had been explored to reduce the height of the proposed building. She was pleased to note that the building would not set a precedent for other tall buildings. Once construction started she hoped that disruption to other road users and local residents would be minimised. She asked the committee to consider making consent subject to the signing of a Section 106 agreement to provide money for the greening of the Withington Corridor.

Next to address the committee was Councillor Bridges, a ward councillor for a neighbouring ward, Old Moat. He explained that he supported the principle of redeveloping the site of the Patterson building along the lines proposed to allow the co-location of clinical and research facilities, which would necessitate a new building of considerable size and scale. He too spoke of the many local concerns about the proposed height of the new building and sought an assurance that the building would not set a precedent for another tall building at the Christie or elsewhere in that part of the city. He felt that the applicant must be called upon to demonstrate that every consideration had been given to how the building could be made smaller.

The meeting was next addressed by Councillor A Simcock, a ward councillor for the neighbouring Didsbury East ward. He spoke as the Chair of the Christie Neighbourhood Forum and as the Council's representative on the Christie Council of Governors. He supported the application. He addressed what he considered to be the four main objections: traffic and parking; setting a precedent; the possible impact on retail business in Withington; and the height of the proposed building. In each case he outlined what had been done to address and mitigate each of those concerns. He explained that the height of the building was a product of its proposed use and function, and that to make it smaller would only harm the Christie's ability to carry out world-class research and treatment of cancers. The building would be a benefit to the city and the North West of England region. He asked the committee to approve the application.

Councillor Kilpatrick then spoke, a councillor for the neighbouring ward of Didsbury West. He acknowledged that the work of the Christie Hospital is world-renowned and that local residents are justifiably proud of the work done there. He also

acknowledged that it is generally accepted that the fire-damaged building should be replaced, but not with a building as high as the one being proposed. He felt that all options for co-location across the whole hospital site had not been sufficiently considered by the applicant before proposing a new building of this height. He urged the committee to make any approval also subject to conditions to address car parking and air quality monitoring. Notwithstanding those suggested conditions he remained of the view that the application should not be approved until the committee was assured that all other possible co-location options on the whole site had been taken into consideration, so that the scale of the new building could be reduced.

Another Didsbury West councillor, Councillor Leech, was the next to address the committee. He observed that no other building in South Manchester was anywhere near the height of what was being proposed. He felt that some of the facilities that were to be inside this building could be housed elsewhere on the Christie site, such as the biomarker facility. If that were done then this building would not need to be so tall, and it would not have such a serious and harmful impact on the amenity of local residents. He also argued that the building could be a precedent for other applications for tall buildings at the hospital. He called on the committee to be minded to refuse the application so that the applicant had to re-examine the way that the proposed facilities could be accommodated elsewhere.

Another Didsbury East ward councillor next spoke, Councillor Wilson. He acknowledged the need to replace the destroyed building. It was accepted that to allow the hospital to achieve its ambitions to be a world-leader in the treatment of cancers the replacement building would need to be larger than the original. However, he asked that the applicant look again at all option to reduce the height of the proposed building without compromising on its function. He asked the committee to consider a further condition be added to a consent to require that the use of all the floor space on each floor be exactly as specified in the application.

The committee was then addressed by the Chief Executive of the Christie. He told the committee of the hospital's world-leading cancer research and treatment, and how that is a significant benefit to all the people of Manchester. The new building had been designed to bring together the best clinical specialist with the best scientists to allow Team Science to flourish in Manchester. The proposed build had been designed so as to maximise the benefits of Team Science, worked on by two world-experts in the bringing together of scientists and clinicians. The plans had also been reviewed by an expert international review panel which had awarded the plans £25m from the UK national research infrastructure fund. Those levels of expert independent endorsement gave the hospital confidence that its strategy and design would provide the best environment for Team Science to flourish and allow Manchester to be a world-leader in cancer treatment and research. He commented that the size of the building reflected the ambition of the hospital and that all other options had been examined and were either less effective or infeasible.

The Deputy Director of Planning clarified that the height of the building had been challenged at every stage of the design of the new building so that the proposal was only as high as it needed to be to achieve the Team Science objectives, that other possibilities had been considered, and that this design was the work of experts and specialist in the Team Science field. The building would not be a precedent for further

applications as this proposal, as would others would be considered on their merits, and in this case the specific and particular Team Science requirements for cancer treatment and research were an important consideration that could therefore not be applied to other tall building in South Manchester. When occupied, the building would result in 55 more people working on the hospital site. The layout and functions of the building's space as set out in the plans was what the committee would be giving consent to, so no other layout or use would be allowable without further planning permission being sought and obtained. All relevant issues and considerations relating to impact of the building were set out in the report.

In debating the application, members acknowledged the many local concerns and the considerable level of public support for the proposal, and also the benefits of the new building to the city and the region. On balance the committee accepted that, if approved, the building would not be setting a precedent for other tall buildings as the height was only acceptable because of the specific Team Science benefits to the Christie. It was asked that consideration also be given by officers to condition 18 being amended to refer to a wifi impact assessment as well as TV and radio. The committee was not minded to grant consent subject to a Section 106 agreement.

Decision

Minded to approve subject to the conditions and reasons set out in the report, to the amendment of condition 18 to also refer to wifi if the Director of Planning considers that to be appropriate, and to the expiration of the notification period in respect of the Further Environmental Information submitted by the applicant and no new issues being raised.

PH/19/78. 123880/FO/2019 - 21 Didsbury Park, Manchester, M20 5LH

This application was for the erection of two, three storey detached dwelling houses (six bedrooms) with associated landscaping and car parking following demolition.

The application site (measuring 0.16 hectares) relates to a large detached dwelling house that is located within Didsbury St James Conservation Area. The property is set back from the highway and benefits from large gardens. It has two separate access points onto Didsbury Park.

The property had been subject to four previous planning applications.

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

In 2018 application 117911/FH/2017 was approved for a two storey extension to the front; erection of rear dormer roof extension to side; erection of a part single/part two

storey rear extension; erection of a rear extension to house swimming pool; installation of vehicular access gates together with associated elevational alterations following demolition of existing extensions to the rear of the property.

In October 2018 application 121695/FO/2018 was submitted for the erection of two, three storey detached dwelling houses (six bedrooms) with associated landscaping and car parking following demolition. This application was due to be determined by Planning and Highways Committee at its meeting on the 13th December 2018, however the application was withdrawn prior to determination to address the reasons for that the report to the committee recommendation the application be refused.

At the meeting the late representations explained that the applicant had confirmed that a hedge at the front of the site would be removed for the construction work, and then a new hedge planted. The representations also proposed amendments to conditions 2 and 3 as printed in the officer's original report.

Councillor A Simcock addressed the committee. He said that a concern about a potentially dangerous wall at the back of the site had now been alleviated as the applicant had agreed to reduce the height of the wall, which would also allow a path to be opened up through the Manchester Metropolitan University site, an important route for school children to use.

The developer also addressed the meeting. He explained that the family had been wanting to build a sustainable home, and that these plans were the expression of that ambition. He explained how the plans were supported by prominent experts in the design of sustainable homes, and that he therefore welcomed the proposed condition that would require the sustainable performance of the buildings to be detailed before the work could commence. He hoped that the buildings would become a benchmark for other future developments to be measured against. He commended the Council's target to be carbon neutral by 2038, and hoped that the houses would be able to make a contribution to that target.

The officer added that work had been done with the applicant to bring forward a final scheme that was complimentary to the conservation area, the adjacent listed buildings, and that retained the existing trees on the site. The committee supported the application.

Decision

To approve, subject to the conditions and reasons set out in the report, as amended in the late representations submitted to the meeting.

PH/19/79. 123330/FO/2019 - Land Adjacent to 303 Greenbrow Road, Manchester, M23 2UH

The Committee had undertaken a site visit in the morning prior to the start of the meeting. This application related to the erection of a four storey building to form 10 self-contained flats, with associated undercroft car parking.

This was an application for the erection of a four storey building which provides undercroft car parking for eight vehicles at ground floor, with an additional car parking space to the rear of the building to provide nine spaces in total for ten residential units. The building would provide four one bedroom apartments at first floor, two one bedroom apartments and one two bedroom apartment at both the second and third floor.

The land is currently vacant, historically, it has had garages on the site which have been demolished. Immediately to the west of the site is an electricity substation to be retained, further to the west lies a day nursery accommodated in a former public house. To the north and south of the site lie residential properties in this predominately residential area. To the east lies a commercial parade with residential accommodation above that serves the residential area.

Following negotiations revised drawings have been received which result in:

- Alterations to the material palette;
- An increase in the separation distances to surrounding property;
- Obscure glazing to address the perception of overlooking;
- Accommodation of level access to the site;
- Alteration to addressing security concerns raised by Greater Manchester Police;
- The retention of the right of access to the property to the rear;
- Provision for a disabled car parking space;
- Facilities for electronic vehicle charging;
- An internal cycle store;
- More accessible waste storage area away from sensitive receptors; and
- Inclusion of tree and shrub planting.

At the meeting the officer gave a report on the key issues that had been raised at the site visit that morning. Concerns had been raised about possible views from side facing windows and oblique views into neighbouring domestic properties and gardens. To address those an additional condition was suggested that would require a revised design of the relevant windows so they were obliquely angled away from the neighbouring properties. The officer indicated that the applicant was content with that proposal. Concerns about the draining of the site were already addressed by proposed conditions in the officer's written report, and the draining of neighbouring shops was being taken up with those appropriate. Access to a property to the rear was going to be retained.

Councillor Andrews, a local ward councillor, addressed the committee. He welcomed the proposed condition to secure the oblique windows, as that would alleviate some of the local concerns about the application. He questioned whether the rear windows should also have obscure glazing. He also spoke of the draining problems in the area and acknowledged that those were not site-specific but a general problem with the that part of the ward. There remained some concerns about the amount of car parking being proposed and whether that was sufficient to provide for visitors as well as residents, and the extent of dis-amenity to neighbours that might arise during the construction. He did, however, also acknowledge that there was an extant planning permission for another development on the site that was much more objectionable, and that these proposals were a considerable improvement on that earlier consent.

A representative of the applicant then addressed the meeting. She explained all the ways that these proposals were a considerable improvement over the extant scheme. A priority in the development of the plans had been to minimise the impact on neighbouring properties.,

The officer confirmed that one of the proposed conditions, condition 3 in the printed report, required obscure glazing of the rear windows.

The committee commended the applicant and their architect for the way they had responded to concerns and objections and their willingness to amend the design to address that issues had been raised. With the addition of a condition on the oblique windows the committee noted that other matters that had been raised were already covered by the conditions proposed in the report.

Decision

To approve, subject to the conditions and reasons set out in the report and to a further condition requiring the side windows to be of an oblique design so as to avoid overlooking of neighbouring properties.

Application Number	Date of Appln	Committee Date	Ward
122300/FO/2019	4th Jan 2019	19th Sep 2019	Didsbury West Ward

Proposal Erection of single storey building to form sports changing rooms, function room, cafe facilities and meeting room following demolition of existing changing facilities building together with car parking and creation of new vehicular and pedestrian access off Mersey Crescent, and associated external works.

Location Merseybank Playing Fields , Waterford Avenue, Manchester, M20 2ZN,

Applicant Ms Claire Lawless , Fletcher Moss Rangers Community Football Club, Merseybank Playing Fields, Waterford Avenue, Manchester, M20 2ZN,

Agent Mr Timothy Shennan, AFL Architects, 2nd Floor St Georges House, Peter Street, Manchester, M2 3NQ

Description of site

The application site relates to the existing changing facilities, car parking area and part of the Merseybank Playing fields located to the north of the River Mersey to the east of Waterford Avenue and south of Mersey Crescent in the Didsbury West ward. Princess Road is located further to the west accessed via Mersey Crescent and to the west adjoining the application site are further sports facilities in the form of surfaced courts that have been used for tennis and other court based sports. To the east of the site are the remainder of the grass sports pitches which are in use.

The site currently contains a single storey brick structure that contains a single changing room with showers, small office space and storage area used by the Fletcher Moss Rangers Football Club, the footprint of the building is 262 sqm. The building is in a poor state of repair and provides limited facilities. At present there is access to the river side path via only a steep, unofficial path, trodden through the planting on the bank of the river. The remainder of the application site contains part of the grassed pitch area of the playing fields and a car parking area accessed from Waterford Avenue.

The application site is located within the Greater Manchester Green Belt and flood zone 2 of the River Mersey.



Application site edged in red – the existing building on site is located to the bottom of the site with the existing car parking and access road centrally located, the playing fields extend eastwards

The application has been submitted by the Fletcher Moss Rangers Community Football Club who were originally established in 1986 and have been operating from Merseybank Playing Fields for 16 years. The Club became one of the first FA Charter Standard Community clubs in Manchester in 2002, becoming a fully inclusive football club that provides football to all.

Description of proposals

The application proposals relate to the erection of a single storey building to form sports changing rooms, function room, cafe facilities and meeting room following demolition of existing changing facilities building. The proposals also include the extension of car parking on the site and creation of new vehicular and pedestrian access off Mersey Crescent.

The proposed single storey building accommodates a 25-cover cafe, a community hall, a meeting room and changing facilities for teams and officials. The building is split with the community centre to the west, cafe in the centre and changing facilities to the east. The applicants supporting information indicates that this allows the facility to be locked and access controlled per user group.



Proposed ground floor plan

The scheme is broken into three forms; two mono-pitch wings and a centrally positioned glazed lobby and cafe. The community hall is the tallest element of the scheme, justified by its use as a badminton court, the size of which is based on guidance from Sport England. The tallest element of the building would be 8.4 metres at its highest point of the community hall element dropping to 3.7 metres at the central entrance. The changing room element of the building ranges in height from 6.6 metres dropping to 4.8 metres. The building would accommodate 4 changing rooms, officials changing, kitchen café, meeting room and community hall. The proposed materials for the building are a brown brick, with centrally glazed elements and a profiled metal cladding.



Proposed south elevation facing River Mersey



Proposed north elevation facing towards Waterford Avenue

The changes to the car parking would allow for the provision of a further 43 car parking spaces including 4 accessible spaces and the creation of a new vehicular and pedestrian access from Mersey Crescent to replace the current access onto Waterford Avenue.

Following the identification of water mains running underneath the application site the applicant revised the proposals to re-site the proposed building away from this infrastructure. This alteration was subject to renotification of consultees and local residents.

Consultations

The application was subject to notification of local residents, site notice and advertisement in the Manchester Evening News. As the application was revised during consideration of the proposals a further notification of local residents and statutory consultees was undertaken between the 9th and 30th of April.

Following comments by local residents the applicant undertook further engagement with local residents and stakeholders throughout June and July 2019. The applicant requested that this process be concluded prior to the application being taken forward.

Local residents – Following the first period of notification 12 representations objecting to the proposals and 3 in support were received. Following the renotification process a further 5 representations from 4 residents were received. The concerns raised are summarised below:

- The size of the new building is out of proportion to the club's needs, the new size is around three times the size of the existing building.
- The proposed height of the building would be significantly increased and would not be consistent with the aim to conserve the greenbelt area.
- The new building includes a proposed café/bar. The club sits within a residential area not at all suited to a bar.
- On busy Saturday mornings many residents surrounding the club are inconvenienced by the number of cars that park inconsiderately in front of their properties. The club currently has around 60 spaces in the current car park which are often not fully utilised during this time. The club should look to use this existing hardstanding rather than convert green space within the greenbelt into car parking. The extra spaces are disproportionate to the need given how little time the car park is occupied for each week.
- The club should provide stewards to manage traffic during peak times and should encourage greater use of public transport, car shares, cycling and pedestrian access to football matches and training.
- The new access road would involve the removal of a silver birch tree adjacent to Mersey Crescent, there is no need to remove the tree just as there is no need for the access road.
- The only reason for the new access being proposed is to conform to standard junction spacing in residential areas according to the traffic assessment. There have been no issues or accidents with the current access point that I am aware of, the existing junction could be widened if necessary rather than creating a new road that would involve the removal of the tree.

- MCC should look beyond this application at the wider strategy and long term plan for Mersey Bank playing fields. The fields used to have much greater usage but areas such as the tennis courts have fallen into disrepair and have become hotspots for drug use and antisocial behaviour.
- There has been no consultation with local residents up to the recent meeting held at Southway Housing Trust and this has resulted in a flawed application.
- If permission is granted for this new complex heavy equipment would have to be brought onto the estate. As all roads on the estate are already in disrepair would it not be advantageous to both club and residents to budget for the resurfacing of the roads before the complex is opened.
- The submitted planning statement recognises that the local community very rarely uses the playing fields or facilities except for the purposes of dog walking. It also recognises that in excess of 32,000 people use the Mersey Valley section of the Trans Pennine Trail and suggests these users as potential users of the upgraded facilities, however there is no evidence to back this up.
- Whilst being supportive of the replacement of the existing pavilion building, however, the replacement facilities are beyond that required and the enlarged facilities will impact on the character of the greenbelt. The application presents the building being single storey when the reality is that much of the building would be equivalent to a two storey building in height.
- There is no firm evidence or justification for the additional car parking and new access road. The construction of both would replace the existing green space with hardstanding and involve the removal of a silver birch tree.
- The results of the submitted transport assessment echo my own experiences in that there is generally no issue with car parking in the area. On busy match days there is less on street car parking available but there is never an issue finding a car parking space in the vicinity of residential properties. The proposed increased car parking provision is therefore disproportionate to the need. It is irresponsible to encourage car travel by providing extra spaces in the context of Manchester's poor air quality and that greater car sharing could be encouraged.
- The planning application is a missed opportunity to increase wider usage of Mersey Bank. To truly enhance the open space as a recreational space, improve community cohesion and maximise the potential of the space the Council should consider the wider benefits of enhancing the environment local to Mersey bank, additional landscaping and habitat creation should be considered.
- I assume licensing would be an issue and I would expect any licence given should end at a reasonable time for a family estate.

Comments received in support of the application proposals are summarised below:

- More parking and easier access would benefit local residents as there's a lot of congestion for pedestrians twice weekly to contend with so I welcome any improvements to the parking and access.
- Welcome improvements to the building itself and new club house and function room which could provide the community with a hub if the football club were willing to open it up to local activities/groups.

- If done with sensitivity and regular consultation with residents I see the plans as positive. The club is a warm and positive place where children thrive and the more the club are supported the better the impact they can have on the well-being of youngsters in and around the area.
- I do not object to the rebuilding of the changing rooms and the café for match days I do object to the function room as it is not necessary.
- To cope with extra traffic the council must improve the roads and put speed bumps in, there needs to be signs to encourage people to only park in the designated area.
- Concerns regarding the function room being used as a social venue for hire and the potential for a licensed bar within the building.
- The height and size of the proposed building is out of keeping with the continuous undeveloped riverside. It will be seen from quite a distance.
- The creation of a 'livelier environment' through the day will disturb residents as it is a quiet residential area.
- Not convinced that the extra car parking provision is sufficient.
- Trees along the fence with Waterford Avenue should be retained.

Councillor Richard Kilpatrick – Contacted the Planning Service as a result of the renotification process undertaken as part of the planning application and the separate consultation undertaken with residents. It is his view that the application should not be heard until that consultation process is completed.

Environmental Health: Have considered the application and recommend that conditions are attached to any approval relating to delivery hours; extraction of fumes and odours; construction management plan to include construction hours of working; external lighting; acoustic insulation of the function suite; external ancillary plant and equipment; waste management; and, contaminated land.

GMEU – Have reviewed the submitted information and it is confirmed that no significant ecological issues were identified by the developer's ecological consultant. Issues relating to bats, nesting birds and proximity to the River Mersey can be resolved via condition and or informative.

Due to the proximity to the River Mersey there is a risk during demolition and construction of accidental impacts on the ecological potential of the River. It is recommended that a condition be attached to any approval to request a method statement for works be submitted and approved prior to works commencing on site.

Greater Manchester Policy (Crime Prevention Team) – Recommend that a condition to reflect the physical security specifications set out in the consultation should be added, if the application is to be approved.

Highway Services – Are satisfied with the revised proposals they confirm that the dimensions of the proposed access way are acceptable and the provided visibility splay of the proposed access road onto Mersey Crescent indicate no issues with this arrangement.

The location of the existing access road is not preferred as vehicles access/egress directly onto the Waterford Avenue/Mersey Crescent junction. The relocation of the access is therefore a favourable proposal from a Highways perspective.

Mersey Crescent is subject to some on-street parking, particularly during peak times at the club, as highlighted within the parking survey results in the Transport Assessment. It is assumed that this could be due to the existing sub-standard car park and access road. Some neighbouring properties benefit from driveway parking/garages however there are demands from residents requiring on-street car parking.

The new vehicle access from Mersey Crescent should be constructed in accordance with MCC standards and under a Section 278 Agreement. Highways also recommend that additional traffic regulation orders are provided to protect the new entrance location and the south side of Mersey Crescent, to be addressed under the wider Section 278 Agreement. This will require discussion and agreement with the council's Highways Applications and Network Resilience teams.

Should the access road be gated, these should be inwardly opening in order to prevent obstruction to passing footway users. It is also recommended that stacking space of one car length is provided to accommodate queuing vehicles off the highway.

Cycle parking for 10 cycles has been accommodated this should be secure and sheltered.

It is recommended that all servicing requirements are undertaken outside of peak club hours to avoid unnecessary congestion within the car park.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

It is assumed that there is an existing Travel Plan associated with the club. An amendment should be made respective of this development

Environment Agency - Have no objection in principle to the proposed development but made the following recommendations: consideration be given to the incorporation into the design and construction of the development of flood proofing measures. These include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels.

Cadent Gas – As part of the original application proposals identified that the original location of the proposed building was in close proximity to gas pipelines.

United Utilities – Objected to the original proposals on the basis of the location of the building in close proximity to two large diameter trunk mains that cross the proposed site. However, are satisfied that the revised siting of the building is not located above United Utilities' water mains and therefore have removed their objection. They request that a condition be attached to any approval to ensure protection of the

water mains both during and after construction and that the applicant provides to them the precise location of the water main surveyed and required access strip.

Flood Risk Management Team – Recommend a condition be attached to any approval for the submission and approval of a surface water drainage scheme for the development.

Sport England - Having assessed the application, Sport England is satisfied that the proposed changing facilities and car parking meets Exception 2 of their playing fields policy, in that:

'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'

Sport England has consulted with the Football Foundation and they confirm the design complies with the Football Associations design standards for community sport. It is also noted the two mini pitches that are affected by the car park are to be relocated within the site.

This being the case, Sport England does not wish to raise an objection to this application.

MCC Sports and Leisure Services - The facilities currently comprise of two adult natural turf football pitches, two youth natural turf football pitches and four mini soccer pitches, all standard quality and with some peak time capacity. The ancillary changing facilities are in a poor condition and not appropriate for mixed or girls' teams. This is a publicly accessible site, part of which previously accommodated a softball diamond approximately eight years ago. The Playing Pitch Strategy Action Plan highlights the need to improve the quality of changing facilities to meet National Governing Body specifications and to cater for male and female players. The plan also recommends the consideration of multi-sport provision from the site.

The City Council's Sport & Leisure Service are therefore fully supportive of this application to provide much needed ancillary facilities to service the local community. The plans are subject to a viable business case, 5 year business plan and club development plan signed off by the Councils' leisure and estates team to demonstrate a sustainable operating model. The Council's Sport & Leisure service are currently working with the club to develop plans to bring forward the scheme.

Policy

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

Relevant local and national planning policies to the consideration of the application proposals is set out below.

Core Strategy Development Plan Document

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

Relevant policies in the Core Strategy are:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment. The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.

Core Development Principles of policy SP1 state development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-
creating well designed places that enhance or create character.
making a positive contribution to the health, safety and wellbeing of residents

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* -

The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

Or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;

Or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12, *Area priorities for Open Space, Sport and Recreation* –

The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas

include the following:-

South area: enhance the quality of existing provision and using opportunities to address deficiencies.

Policy EN13, *Green Belt* - The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents.

Policy EN14, *Flood Risk* – Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Policy EN17, *Water Quality* - Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such

as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Saved Unitary Development Plan policies

The below saved Unitary Development Plan policies are considered of relevance in this instance.

Saved Mersey Valley Recreation policies:

CB15 - Existing land will be conserved and improved and will, for the most part, continue in recreation use.

CB16 - Throughout the Valley further sites for outdoor recreation will be developed, and existing sites improved, to cater for a wide range of mainly informal recreation activities. Where 'urban' recreation facilities (such as local play spaces, formal parks and allotments) are needed, provision will be made on suitable sites, generally within and adjoining the built-up areas.

CB23 - The Council will protect, conserve and improve the landscape quality and natural history of the Valley, encourage the development of a variety of attractive landscape types and, where appropriate, will seek to re-establish a countryside character in the Valley.

CB33 - Where appropriate, car parks will be provided to serve areas of recreation. Any new car parks shall be of a scale and type in keeping with the character of the area; have a minimal impact on residential areas; and normally be located:-

- a) near the edge of the Valley or;
- b) on the fringe of major recreation areas or;
- c) adjacent to main access routes into the Valley.

CB43 - Within the area defined for this purpose on the Proposals Map, new urban development will not normally be permitted. The only exceptions considered will be where the development would not lead to the division of the open parts of the Valley into sections and falls within the terms of (a) or (b) below: -

- a) Where the area forms part of the green belt, the established green belt policies apply.
- b) Where the area does not form part of the green belt, at Least one of the following circumstances is met: -
 - i) that the development represents limited infilling to an established Valley settlement or industrial area;
 - ii) that it is an extension to or renewal of an established industry where the economic and employment factors are of overriding importance;
 - iii) that the development is required in association with an outdoor recreation or appropriate tourist facility;
 - iv) that the development would be appropriate in a green belt;
 - v) that the development is necessary to meet an exceptional need which cannot reasonably be met elsewhere.

CB44 - Any new development permitted within the Valley shall be of a high standard and by careful attention to siting, design, layout materials and landscape design shall not have a harmful effect on the character of the Valley. Any new development which by reason of its nature, scale or location cannot meet these criteria will not be permitted unless there is an overriding need for the proposed development to be in that particular Location.

CB47 - Any development which is permitted within or close to the Valley's river, streams and canals shall have regard to their setting and potential value for recreation.

The National Planning Policy Framework (February 2019)

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

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 96 indicates that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.

Paragraph 97 states existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Section 13 deals with protecting Green Belt land. Paragraph 133 confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 134 sets out that the Green Belt serves five purposes which are:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraphs 143 to 147 set out consideration of planning proposals affecting the green belt.

It is stated that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The NPPF confirms that the construction of new buildings is inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Full consideration of the application proposals against national Green Belt policy is set out below within the issues section of this report.

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.

Manchester Playing Pitch Strategy 2017

The MPPS was approved by Executive Committee in December 2017, the strategy provides the strategic rationale for future investment into a range of playing pitches and associated facilities across the city.

It identifies that Playing Pitches and their associated facilities, including changing rooms, play a significant role in delivering on a range of Our Manchester priorities. These facilities for example contribute to tackling inactivity and increasing participation in sport and physical activity. They are a resource required by community groups and individuals to enable their activity, either informally / socially – going for a jog with a group of friends, or more formally activity such as playing a football match in a structured league.

The vision outlined in the MPPS is:

“Manchester will provide a network of high quality outdoor sports facilities that are conducive to increasing and sustaining participation in sport and consequently contributing to making sport a habit for life”

As part of the strategy a number of recommendations, actions and strategic priorities were listed and approved this includes:

In relation to Football there is a need to improve, provide and increase access to changing facilities which serve grass football pitches. Ensure any works ensure suitability for female and disability access to facilitate increased formats of football.

In terms of actions identified for the 18 months after the approval of the MPPS Merseybank Playing Fields is identified for development of a sustainable model for asset transfer with Fletcher Moss Rangers FC with a key need to improve changing facilities for more than one sport.

Issues

Principle – The principle of enhanced changing and community facilities to support existing outdoor sports pitches is considered to be generally acceptable subject, in this instance, to consideration in more detail of the impacts on: the green belt, visual amenity and character of the area, residential amenity, highways, flood risk, and the need for the facilities.

Green Belt – The application site is located within the Greater Manchester Green Belt which was established through the approval of the Greater Manchester Green Belt Local Plan adopted in 1984, the boundaries of which were subsumed into the Unitary Development Plan and more recently the Core Strategy – although with some amendments. The defined area of Green Belt within this part of Manchester remains unchanged since 1984.

National Planning Policy within the NPPF sets out the importance of the Green Belt's permanence and openness and the five purposes which are set out within the policy section of this report. The NPPF indicates that construction of new buildings within the Green Belt is inappropriate but does indicate that there are exceptions to this which include 'the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it'. The provision of the changing facilities and other facilities directly connected with the existing use of the adjacent sports pitches and open space would fall within this exceptions test as appropriate facilities as set out within the NPPF. However, an assessment is required as directed by the NPPF that the proposals would preserve the openness of the Green Belt and do not conflict with the purposes of the land being included within the Green Belt.

The applicant has provided a Green Belt Impact Statement alongside the application proposals.

Openness – The National Planning Practice Guidance advises in assessing the impact of a proposal on the openness of the Green Belt this requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation.

In this instance the application site contains an existing changing room building and associated car parking area located at a point where there is narrowing of land within the Green Belt between the two storey residential properties to the north and the River Mersey to the south. The existing changing room building sits within this narrowed part of land. However, the site sits within a larger overall expanse of Green Belt which stretches south, east and west generally following the Mersey Valley. The enlargement of the car parking area from 60 spaces to 103 spaces, would give over a larger area over to car parking. The current area of car parking equates to approximately 1,300 sqm, the enlargement of the car park would add approximately 700 sqm in car parking space. This car parking is directly related to the use of the changing facilities and the continued recreational use of the Playing Fields as such it is a component part of the proposals and is an appropriate use within the Green Belt. It is not considered that the car parking would impact on the overall openness of the site and the inclusion of landscaped planting around the car parking would further assist in softening the visual impact of this element of the proposals.

The series of photographs below set out: the position of the existing building in relation to the Mersey Valley and wider Green Belt land; the existing building on site; long range views across the playing fields towards the existing changing rooms; a view south down Waterford Avenue towards the changing rooms; and a visualisation of the proposed building. Whilst the proposed changing room building has a larger foot print and volume than the existing building it is not considered that it would impact on the openness of the Green Belt in this location in terms of the spatial aspects of the Green Belt or visually.

A photograph of a long, single-story brick building with a flat roof and a row of windows. The building is surrounded by a green lawn, and a paved path leads towards it. There is graffiti on the brick wall and a small door in the center.

The existing changing room building – The head of Waterford Avenue is located to the left and River Mersey to the right off the picture



View south west across the playing fields from Southdene Avenue



View south down Waterford Avenue towards the existing building



CGI View looking south down Waterford Avenue towards the proposed building

Conflict with the purposes of the Green Belt – The five purposes of the Green Belt are long established and are:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The proposals are locationally specific and relate directly to the use of the existing open space and outdoor pitches for sports. The site currently contains an existing changing room building that is not fit for purpose and in a poor state of repair. It is not considered that the proposals would conflict with the five purposes of the Green Belt.

The proposals are considered to meet the exceptions for buildings being constructed within the Green Belt and accord with national Green Belt policy in this instance.

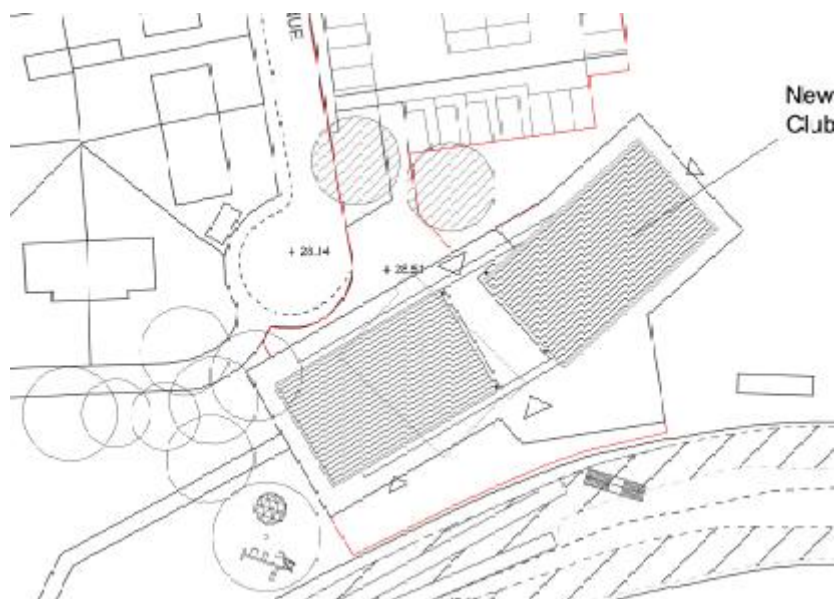
Visual amenity – The proposals would remove a building in a poor state of repair and unsuited to modern standards for changing and associated facilities. The proposed building would be constructed of brick, glazing and metal cladding materials. The building has been designed to provide a high quality addition to the area but reflecting the needs of the space requirements for changing facilities and guidance from Sport England.

It is acknowledged that the building is of a height similar to a two storey dwellinghouse (8.4 metres at its highest point on its western side) dropping to 6 metres towards the central entrance element of the building. The tallest element is approximately 18 metres from the corner of the nearest residential property to the north and west on Northbank Walk and 21 metres to the south of the end property on Waterford Avenue. Given these distances and the orientation of the existing properties and the proposed building it is not considered that the proposals would give rise to unacceptable visual impacts on existing residential properties.

Concerns have been raised with regards to views from properties on Waterford Avenue being impacted by the location of the proposed building. The front east facing windows to the closest property on Waterford Avenue would be approximately 47 metres from the most eastern corner of the proposed buildings. It is considered that this distance is acceptable and would not give rise to unacceptable impacts on existing residential properties.

Residential Amenity – The sports pitches and existing changing facilities are currently in use, however the introduction of modern changing facilities and additional parking provision would generate some additional activity albeit this is likely to correlate with the peak use of the pitches at the weekends.

The entrance to the proposed building is located centrally on the north facing elevation approximately 27 metres from the front of the nearest residential property on Waterford Avenue which is slightly further away than one of the entrances into the existing building (20 metres). It is not considered that the proposed building would give rise to unacceptable impacts on residential amenity as a result of activity such as comings and goings from the proposed building to warrant refusal of the application.



Layout plan showing relationship to residential properties on Waterford Avenue and Northbank Walk to the north and west

The majority of the additional car parking is located on the northern edge of the existing car parking area further away from residential properties on Waterford Avenue although some additional accessible spaces are to be provided to the front of the properties at the head of the cul-de-sac separated by proposed tree planting and landscaping.

The new vehicular access into the site has been amended to avoid the loss of any trees on this part of the site. The existing access to the car parking would not be required in the future and would be incorporated into additional landscaping to be secured by way of appropriately worded condition attached to any approval. The new vehicular access would be located opposite residential properties on Mersey

Crescent although not directly facing these. Given the peak demand periods for the use of the car park it is not considered that the new vehicular access would give rise to impacts on residential amenity that would warrant refusal of the proposals.

The existing playing fields can be used throughout the year and are not currently floodlit. The application proposals would not alter or amend the number of pitches in use and does not include for floodlighting of the pitches. It is acknowledged that the provision of the changing facilities may facilitate greater use of the playing fields than is currently the case, however, this use is restricted by the extent and type of pitches that are present on the playing fields. It is therefore considered that any impacts through greater participation on the existing playing fields is considered acceptable.

Concerns have been raised with regards to the proposed ancillary café and community room within the building and the potential for this to be used for social events. The applicant has indicated that it is not the intention for the premises to be licensed although a café use (A3) would allow for the sale of food and drink for the consumption on the premises, there is no restriction in planning terms on the types of food and drink that could be sold. The proposed hours of opening for the café are 0800 to 2100hrs Monday to Saturday and 0900 -1800hrs on Sundays, these hours are considered to be reasonable in this location and are not considered to give rise to unacceptable impacts, conditions as recommended by Environmental Health are proposed to be attached to any approval to ensure that the building is acoustically insulated to reduce noise breakout and a suitably worded condition is proposed to cover the hours of opening. The wider facilities in the building could be used for further community events and the applicants intention is that this space could be used for a wide range of activities.

Highways and car parking – The application has been supported by a transport statement which has been fully assessed by the Council's Highway Services. The current vehicular access is understood to be substandard, the access meets at the junction between Waterford Avenue and Mersey Crescent, does not have sufficient width to allow two-way vehicle movement and the position of the existing entrance has the potential to cause driver confusion. MCC Highway Services support the provision of an upgraded access into the site and indicate that the current arrangement may result in less patronage of the existing car park. This is supported by the responses received by residents to the notification process who indicate that the existing car park is not always full and cars choose to park on-street instead.

Following concerns with regards to the proposed new vehicular access from Mersey Crescent and impacts on existing trees the proposed location of the access has been amended to avoid the need to remove trees. The access road has been designed to ensure that there is an adequate width of the road (5 metres) with a 2 metre footway to allow direct pedestrian access into the site. MCC Highway Services have reviewed the proposals and proposed access and raise no objections on highway or pedestrian safety grounds. The provision of the access together with dropped kerb would need to be secured by way of a section 278 agreement and a suitably worded condition is proposed to secure this.

The proposals include for the enlargement of the existing car park to increase the number of spaces from 67 to 103 including 4 accessible spaces. Highway Services have confirmed that the number of spaces proposed is acceptable.

The applicant has indicated that cycle parking for 10 cycles is to be provided on the site, there is no objection to this level of provision and the final details of the siting of this cycle parking to ensure it is both covered and secured is to be sought by way of appropriately worded condition. In addition to this provision Highway Services recommend that the site be subject of a Travel Plan to promote access of the site and facilities by sustainable modes of transport and to encourage car sharing.

The level of car parking proposed is considered to be acceptable, the improved access would enable greater use of the car parking on the site and reduce the burden on neighbouring residential streets. It is noted that residents presented a range of views with regards to car parking generated by the use of the playing fields with some indicating it was adequate whilst other suggesting more was required. On the basis of the supporting transport statement accompanying the application it is considered that the application proposals provide a suitable balance of on-site provision whilst through appropriately worded conditions (Travel Plan and Cycle Parking) seek to encourage a shift from single occupancy car travel to and from the site.

Flood Risk – The application site is located within flood zone 2 (Low Risk – between a 1 in 100 and 1 in 1000 annual probability of river flooding) and is potentially vulnerable from fluvial flooding from the adjacent River Mersey.

The application was accompanied by a Flood Risk Assessment and both the Environment Agency and the Council's Flood Risk Management Team were notified of the proposals, no objections were raised based upon the application proposals.

The Environment Agency have recommended that the applicant seek to incorporate into the design and construction flood proofing measures such as barriers to ground floor door, windows and access point and bringing in electrical services into the building at high level so that plugs are located above possible flood levels. The applicant has been made aware of these recommendations. As the proposals would result in additional hard surfacing the Flood Risk Management Team have recommended that a condition for the submission of a surface water drainage scheme be attached to any approval.

The need for the facilities – The current changing facilities are in a poor state of repair and do not meet modern standards. As set out in the response from the Council's Sports and Leisure Service the facilities are not appropriate for mixed or girl's teams. The Council's Playing Pitch Strategy highlights the need to improve the quality of changing facilities to meet National Governing Body Specifications and to cater for male and female players.

Some concerns have been raised about the scale of the proposals and the proposed building. The scale of the proposals has been guided by the modern standards and requirements for changing facilities and indoor space provided by the National Sporting Bodies and Sport England in particular. In this instance Sport England have confirmed within their written representation that the scale and size of the changing

rooms meet the relevant guidelines of the Football Association. The size of the changing rooms is, therefore considered to be appropriate and essential in ensuring that the outdoor pitches are supported by modern facilities that support a widening use of these pitches and to ensure that both boys and girls can access the facilities. In terms of the supporting space within the proposals in the community room this has been designed again to meet Sport England guidance and the aspirations are that this space would be used for the wider community and activities to broaden the use of the playing fields which also encompass hard courts to the south and west of the proposed building.

It is considered that there is an identified need for the proposed facilities in this area to support the ongoing use of the outdoor pitches and ensure that a broader range of sports and participants can access these and the scale of the proposals are proportionate to these needs.

Climate change – The proposals include the replacement of changing facilities in a poor state of repair that do not conform to modern day building standards or equipment. The provision of modern changing facilities would enable the provision of more fuel efficient systems for heating the building and water, modern internal lighting, whilst utilising modern building fabric techniques to improve the overall energy efficiency of the building. The scheme provides for cycle parking and by way of appropriate planning condition measures to encourage access to the site by sustainable modes of transport and reduction in the use of single occupancy car.

Air Quality – The proposals would provide modern changing facilities to serve the existing playing fields that are already in use. Whilst the proposals include for additional car parking on site this is anticipated to reduce on street car parking that currently occurs in the wider area when the pitches are in use. It is not anticipated that the proposals would give rise to significant impacts in terms of air quality than the existing use of the pitches on the wider site. Conditions are proposed in relation to cycle parking and travel plans for the development to facilitate greater access to the site by sustainable modes of transport.

Crime and security – The application is supported by a report prepared by GMP Design for Security which identifies risks associated with the type of building proposed and the general crime profile of the wider area. GMP raise no objections to the proposals but make a series of recommendations for physical security measures to be incorporated into the building design such as types of doors, locks and glazing. It is proposed to attach a condition to any approval for the incorporation of these measures within the building.

Trees and landscaping – The submitted amended drawings of the vehicular access and car parking indicate that no trees fronting on Mersey Crescent would need to be removed to facilitate the new vehicular access. In addition, the line of three trees that front onto Waterford Avenue would also be retained.

The application drawings indicate that there would be further additional tree planting (3 in total) within the site and it is considered reasonable that a condition be attached to any approval that the details of the species and size of these trees together with other soft landscaping around the car parking area as indicated on the submitted

visualisations of the proposals be submitted for approval. This would provide an enhancement of the site and provide opportunities for enhancements to biodiversity in this area.

Green and Blue Infrastructure – The proposals would enhance access to existing playing fields through the provision of modern facilities to support their use and meeting the objectives of the Green and Blue Infrastructure Strategy. In addition, the proposals have been designed to allow future connectivity with the River Mersey and Trans-Pennine trail that runs alongside it. Whilst not part of the current proposals the applicant has indicated the potential for access ramp and steps to be provided linking to the building and its facilities directly from the river path

Manchester Playing Pitch Strategy – The provision of the application proposals would enhance the provision of changing facilities serving the Merseybank Playing Fields an identified priority within the approved MPPS Action Plan. The proposals would support a widening base of participants to not only football but other sports and provide a community facility for this part of the City.

Resident's comments - Concerns were raised by residents with regards to the scale of the proposed building. As set out above the scale of the facilities have been designed to meet modern standards and the relevant national sporting bodies guidance. Whilst the proposed building is larger than the one it replaces it would provide up to date modern facilities to allow greater range of participants to use the playing fields. Given the siting of the building and distances from residential properties the scale of the proposed building is considered to be acceptable.

Concerns were also raised about the potential use of the café as a bar and the disamenity and anti-social behaviour this could cause to residents. Whilst the applicant has indicated it is not the intention to pursue a license to operate as a bar, in planning terms a café use (A3) could be used to sell food and drinks both alcoholic and non-alcoholic for consumption on the premises. Given the size of the café proposed (25 covers), the hours of opening proposed and that the proposals are not solely for a bar use it is not considered that the proposals would give rise to unacceptable impacts.

Residents raised a variety of concerns with regards to car parking with some concerns that the proposals provided too much and others not enough. It is considered that an appropriate balance has been struck in this instance to reduce the demand for on –street car parking and the inconvenience this causes residents and through appropriate conditions more access to the site by other more sustainable modes of transport such as on foot and by bicycle.

The revised vehicular access does not require the removal of a tree adjacent Mersey Crescent which was a concern raised on the originally submitted proposals.

Comments were made that the Council should look beyond this application at the wider strategy and long term plan for Mersey Bank playing fields. As set out in the above sections and the response received to the proposals by the Council's Sports and Leisure Services, the application proposals would facilitate a broader range of

sports to take place at the Merseybank Playing Fields and to support the local community.

Residents questioned the amount of consultation undertaken with residents by the applicant prior to the submission of the planning application. As set out within the consultation section of this report the applicant has undertaken further consultation with residents on the proposals since the planning application was submitted. The applicant requested that the City Council as local planning authority not process the planning application until that process was undertaken in June and July of this year. As a result of that process one further comment was received by a resident concerning that the building would come across the front of their property. As set out in this report it is considered that there are appropriate separation distances between the proposed building and existing residential properties.

Some concerns were raised by residents on the construction impacts of the proposals. It is proposed that a condition be attached to any approval that prior to the commencement of works on site a construction management plan be submitted and approved by the Council to ensure that arrangements are in place to manage and reduce impacts on nearby residents.

Conclusion – The application proposals would enhance the facilities to support the use of the Merseybank Playing Fields. The provision of changing rooms to cater for both male and females would broaden the appeal of the playing fields for outdoor sports.

It is considered that the provision of the facilities meets the exceptions set out in national Green Belt policy and would preserve the openness of the Green Belt and not conflict with the purposes of the land being included within it.

As set out within the issues section of this report the proposals are not considered to give rise to impacts on residential amenity that would warrant refusal of the application and the recommendation of the Director of Planning, Building Control and Licensing is to approve the application.

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

Condition(s) to be attached to decision for approval

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

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

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

AFL-Z1-GF-DR-A-20101 REV P02 Ground floor plan;

AFL-Z1-RF-DR-A-20101 REV P02 Roof Plan

AFL-Z1-XX-DR-A-20201 REV P02 South Elevation

AFL-Z1-XX-DR-A-20203 REV P02 North Elevation

AFL-Z1-XX-DR-A-20204 REV P02 West Elevation

AFL-Z1-XX-DR-A-20202 REV P02 East Elevation

AFL-00-00-DR-A-00105 REV P03

Design and Access Statement prepared by AFL

All received by the City Council as local planning authority on the 9th April 2019

SK21868 003 REV A Access Plan prepared by SK transport received by the City Council as local planning authority on the 7th May 2019

CIS Prepared by GMP Design for Security dated 12th December 2018 ref 2018/0918/CLT/01

Bat Survey Report prepared by Kingdom Ecology Ltd Dated 22 October 2018

Flood Risk Assessment and Outline Drainage Strategy prepared by LK Group dated October 2018 ref: FRA 18 1056

All received by the City Council as local planning authority on the 4th January 2019

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) 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.

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.

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

- The routing of construction traffic; o Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust (based on British Standard 5228) and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete; o Identify advisory routes to and from the site for staff and HGVs;

- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

5) No construction shall commence until details of the means of ensuring the water mains that are laid within the site boundary are protected from damage as a result of the development have been submitted to and approved by the local planning authority in writing. The details shall outline the potential impacts on the water mains from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water mains both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason: In the interest of public health and to ensure protection of the public water supply.

6) No development, site clearance, earth moving shall take place or material or machinery brought to site until a method statement to protect the River Mersey from accidental spillages, dust and debris has been supplied to and agreed in writing by the City Council as local planning authority. All approved measures shall be implemented and maintained for the duration of the construction period in accordance with approved details.

Reason - To ensure that works do not impact on the ecology of the nearby River Mersey pursuant to policy EN9 of the Core Strategy.

7) No development, site clearance, earth moving shall take place or material or machinery brought to site until a method statement for the protection of the retained trees on site as identified on the approved plans including details and locations of fencing for the protection of any retained tree on site has been submitted to and approved in writing by the City Council as local planning authority.

Paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies SP1 and DM1 of the Core Strategy

9) Prior to the installation of any surface water drainage system on the site full details including drawings of a surface water drainage scheme based upon sustainable drainage principles shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

The submitted scheme shall include:-

- Surface water drainage layout including discharge points and proposed overland flow routes for extreme events (up to a 1 in 100 year including climate change allowance).
- Results of a ground investigation carried out in under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

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

10) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

11) Within three months of the commencement of development full technical details including drawings and cross sections of the vehicular access onto Mersey Crescent

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 prior to the first use of the building hereby approved.

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

12) Within three months of the commencement of development a scheme for the storage (including segregated waste recycling) 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.

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

13) Within three months of the commencement of development a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

15) 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.

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 consultant's 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 policy DM1 of the Core Strategy and saved policy DC26.

16) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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 policy DM1 of the Core Strategy and saved policy DC26.

17) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. 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 [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

18) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City

Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

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

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

20) The car parking as set out on the approved drawings shall be surfaced and demarcated prior to the first use of the building hereby approved and shall be retained thereafter.

Reason – To ensure that there is adequate provision for the parking of vehicles on the site pursuant to policy DM1 and T2 of the adopted Core Strategy.

21) The development shall be carried out in accordance with the relevant physical security measures as outlined in section 5 of the GMP Design for Security report dated 12th December 2018 (ref 2018/0918/CLT/01). Prior to the first use of the premises a report detailing the security measures installed within the development shall be submitted to and approved in writing by the City Council as local planning authority.

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

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 0730 to 20:00, Monday to Saturday, no deliveries/ waste collections on Sundays/Bank Holidays.

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

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and 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: 122300/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
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
Sport England
Parks, Leisure & Events
Sport England
Corporate Property
Parks, Leisure & Events
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Police
United Utilities Water PLC
Cadent Gas Ltd

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

Representations were received from the following third parties:

Environmental Health
 Greater Manchester Police
 Greater Manchester Ecology Unit
 Sport England

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
124320/FH/2019	24 th Jul 2019	19 th Sep 2019	Didsbury East Ward

Proposal Retrospective application for the reconstruction of external brick work to front and side elevations of dwelling

Location 53 Kingston Road, Manchester, M20 2SB

Applicant Shaheean Khan , 53 Kingston Road, Manchester, M20 2SB,

Agent Mr Richard Lee, Richard Lee Project Planning, 29 Clonners Field, Nantwich, CW5 7GU

Description

53 Kingston Road is a 2 storey detached dwellinghouse located within the Didsbury St. James Conservation Area. 53 Kingston Road is one of seven identical detached dwellings (the *Shirley Houses*), located on the eastern side of Kingston Road, which were constructed as accommodation for staff by the Shirley Institute, now Towers Business Park.

The property sits in spacious grounds, beyond which to the north and south sit nos. 47 and 55 Kingston Road respectively, both 2 storey detached dwellings. To the east of the site there is a thick landscape belt running along the common boundary with The Towers Business Park. To the west of the site, on the opposite side of Kingston Road, stands no. 56 Kingston Road, a part single/part 2 storey detached dwelling.

Planning permission to erect a two storey rear extension and a single storey side extension to the property was approved in January 2018 under reference 117633/FH/2017. This planning permission was conditional upon using matching bricks in the construction of the extensions in order to maintain the uniform look of the *Shirley Houses*. It became apparent during the construction of the extensions that the approved brick (Ibstock Birtley Olde English) had not been used. Furthermore, for structural reasons the applicant removed the outer skin of the front elevation and completely rebuilt the side elevations using instead a Weathered Pre War Common type brick.

Given the use of the non-matching bricks and the fact the rebuilding work was undertaken while the extensions approved under planning approval 117633/FH/2017 were being constructed, the applicant was informed of the need to apply for the rebuilding of the front and side elevations and this forms the basis of the application now before the committee. In addition to applying to retain these rebuilt elevations, the applicant is also proposing to colour tint them so that they match the remaining *Shirley Houses*. While not part of this proposal the applicant would also be colour tinting the extensions approved under planning permission 117633/FH/2017 to ensure that all the new brick work matches the other *Shirley Houses*.

The applicant has also applied for planning permission to erect a brick garage at the side of the dwelling, along with a front brick boundary wall and gateposts, and this application is also before this committee (Item 7, 121460/FH/2018). As with this application, it is also proposed to colour tint the brickwork used in the construction of the garage.

The difference between the rebuilt elevations of no. 53 Kingston Road (on the left) and the adjoining dwelling (one of the *Shirley Houses*) is shown below:



Consultations

Local Residents – One letter of objection has been received, the comments are outlined below:

- It was always a key condition of the planning consent to retain the appearance of the front and south elevation of the house, as number 53 Kingston Road is one of seven identical 'Shirley Houses' within the conservation area. The front and south walls were to remain original, thereby ensuring that the development maintained the character of a 'Shirley House' as much as possible.
- The application for variation only covers the front and side elevations of the original house (walls that were supposed to remain original and had not been approved for re-construction). Any new walls were to be constructed using approved Ibstock Birtley Olde English bricks. The whole development, including the entire house and the unapproved enclosing walls and garage, has not been constructed using the approved Ibstock Birtley Olde English bricks and have been constructed using the same unapproved bricks as the re-constructed front and side elevations. The work undertaken at 53 Kingston Road is now effectively a new build, completely in contravention with the approved planning consent.

- The front and side walls were sound, and should any repairs have been necessary, there were thousands of original bricks available, due to the demolition of other walls within the property.
- The windows and doors within the front and south side elevations now have unapproved re-constituted stone mullions, which none of the other 'Shirley Houses' have
- It is accepted by the owner that the bricks used do not harmonise or match the adjacent 'Shirley Houses', hence the application now submitted for approval. To correct this deviation from planning consent, it is proposed that 'Bricks to be tinted to match adjacent 'Shirley Houses'". However, the datasheet supplied with the application of the treatment to be used states that it is clear and does not tint bricks.
- Go guarantees or assurances can be given as to the possible colour changes or longevity of the effect of the treatment. The treatment is intended to give the bricks an 'aged' appearance, it is not intended to change the colour. It is not possible for the manufacturer to determine how long the treatment will last, so it can therefore only be considered as a temporary measure. Even if the treatment was effective in significantly changing the appearance of the bricks so that they matched, or at least harmonized with, the adjacent 'Shirley Houses', how can it be effectively managed by Manchester Planning throughout the lifetime of the building that planning consent is maintained?
- How can this application be approved when it is not possible to know what effect the treatment will have and therefore, it is not possible to know if the treatment will be effective in addressing the issue?

Didsbury Civic Society – No comments received.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

a) Approving development proposals that accord with an up-to-date development plan without delay; or

b) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 192 in Section 16 (Conserving and enhancing the historic environment) states that in determining planning 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 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) The nature of the heritage asset prevents all reasonable uses of the site; and
- b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) The harm or loss is outweighed by the benefit of bringing the site back into use.

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

Paragraph 201 states that not all elements of a Conservation Area 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 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 as a whole.

Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

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

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policies – Policy DC18 is considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

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

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.

Manchester Residential Quality Guidance 2016 – 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 ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

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

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

Issues

Design – The design of the rebuilt elevations is considered acceptable. The front elevation still incorporates the same ratio of brickwork to windows, has a bay on the ground floor and a decorative arch over the door. The side elevations still incorporate a number of windows to avoid a completely blank elevation and rather than use brick headers and cills the applicant has used a reconstituted stone material, which is considered acceptable in this instance.

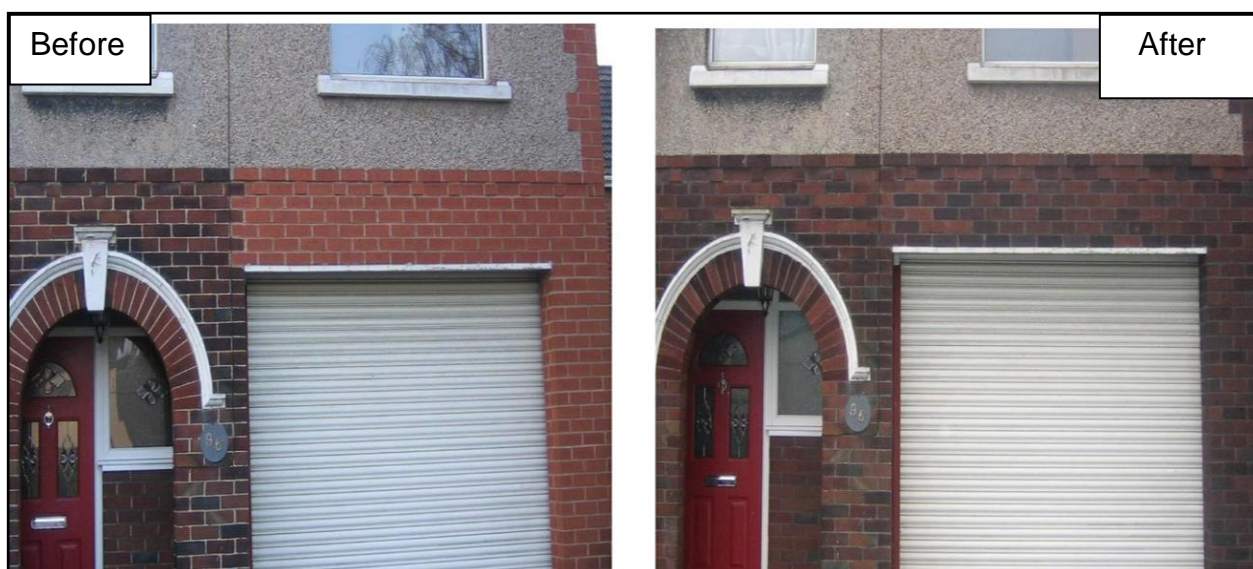
The roof remains as approved, i.e. constructed from slate, again this is considered acceptable.

The original and proposed front elevations are shown below.



While the design of the elevations is acceptable, what is of concern is the brick that has been used in their construction, namely the Weathered Pre-War Common, as they do not match the colour of the remaining *Shirley Houses*. To overcome these concerns the applicant is proposing to colour tint these elevations (along with the extensions approved under application 117633/FH/2017 and the garage proposed under application 121460/FH/2018) to ensure that they resembles the colour of the other *Shirley Houses*. As the rear elevation is not visible from the public highway or from the adjoining business park there would not be a requirement to colour tint that elevation.

The tinting would be undertaken by hand by Bebbington Brick Services, recognised experts in this field, with each brick being treated individually and guaranteed for 40 years. To ensure a good match the applicant would be required to provide a sample panel of the tinting, this would be enforced via condition no. 2. The tinting of the bricks is considered to be an acceptable solution to the matter and its implementation would be subject to a condition. An example of the process is shown below.



Impact on Didsbury St. James Conservation Area – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Didsbury St. James Conservation Area.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain. Architectural styles vary from the Perpendicular of St James's Church to the Classical and Gothic of public buildings and of the more grandiose houses. Remnants of older and more modest houses exist in simple vernacular character.

A great variety of building materials is used in the conservation area. Most common is red brick for walls and blue slate for roofs. Stone dressings, in conjunction with brickwork, are used extensively, and several buildings are built entirely of stone, notably the two churches. The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials. In terms of informing the character and form of new development in the area, it is considered that careful consideration should be given to the existing character of the area including the size, mass and appearance (including materials) of the older buildings.

If no. 53 Kingston Road was an individually designed property the use of the Weathered Pre-War Common brick in its construction would not be contentious. However, this property is one of a series of identically designed properties built for a specific client in the 1920's, i.e. The Shirley Institute, and the remaining dwellings have all retained their original brickwork and on the whole remain unchanged, resulting in a recognised feature of this part of the conservation area.

It is believed that without the colour tinting referred to earlier the appearance of the proposal would have a detrimental impact upon character of the conservation area. However, it is considered that the proposed colour tinting would ensure that the proposed elevations would more closely resemble the original *Shirley Houses* and for this reason it is considered that the proposal results in "less than substantial harm" upon the character and setting of the Didsbury St. James Conservation Area.

Impact upon the nearby Listed Building – The proposal would have no physical or visual impact upon the nearby listed building, namely The Towers and no. 40 Kingston Road, given that they are both approximately 95 metres away.

Visual Amenity – Currently no. 53 Kingston Road does form an incongruous feature in this part of the conservation area, given that it no longer matches the other the *Shirley Houses*.

However, as it is acknowledged that the colour tinting would remedy this issue and ensure that the property would resemble the remaining matching dwellings, it is considered that proposal would not have a detrimental impact upon the levels of visual amenity enjoyed in the vicinity of the site.

Pedestrian and Highway Safety – The proposal would have no impact upon current levels of pedestrian and highway safety enjoyed along Kingston Road.

CONCLUSION

It is recognised that the *Shirley Houses* are a feature of the conservation area and that they offer a unified frontage on this section of Kingston Road. It is also acknowledged that if the bricks were left untreated the proposal would have a detrimental impact upon the character of the conservation area. However, given that the bricks used in the construction of the rebuilt elevations are to be colour tinted to match the neighbouring dwellings, it is considered that this proposal does not compromise the setting of the *Shirley Houses* nor impact upon the overall character of the Didsbury St. James Conservation Area and as such the development results in “less than substantial harm”.

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

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to the planning application.

Conditions to be attached to the decision

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

- a) Drawing no. 9321/001E and 120E, stamped as received on 24th July 2019.
- b) The Brick, Masonry and Mortar Weathering Tint Product Data Sheet (Bebbington Brick Services), stamped as received on 24th July 2019.

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

2) a) Within two months of the date of this permission a sample panel of treated brickwork shall be prepared on site and shall be inspected by the Local Planning Authority.

b) Any required changes following the inspection shall then be carried out within a further one Month period and again inspected by the Local Planning Authority.

c) The agreed final finish shall then be approved in writing by the Local Planning Authority and the remainder of the house shall then be finished in accordance with the agreed details within a further three-month period. The finish shall then be retained at all times thereafter.

Reason – In the interests of visual amenity and to protect the character of the Didsbury St. James Conservation Area, pursuant to Policies DM1 and EN3 in the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124320/FH/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.

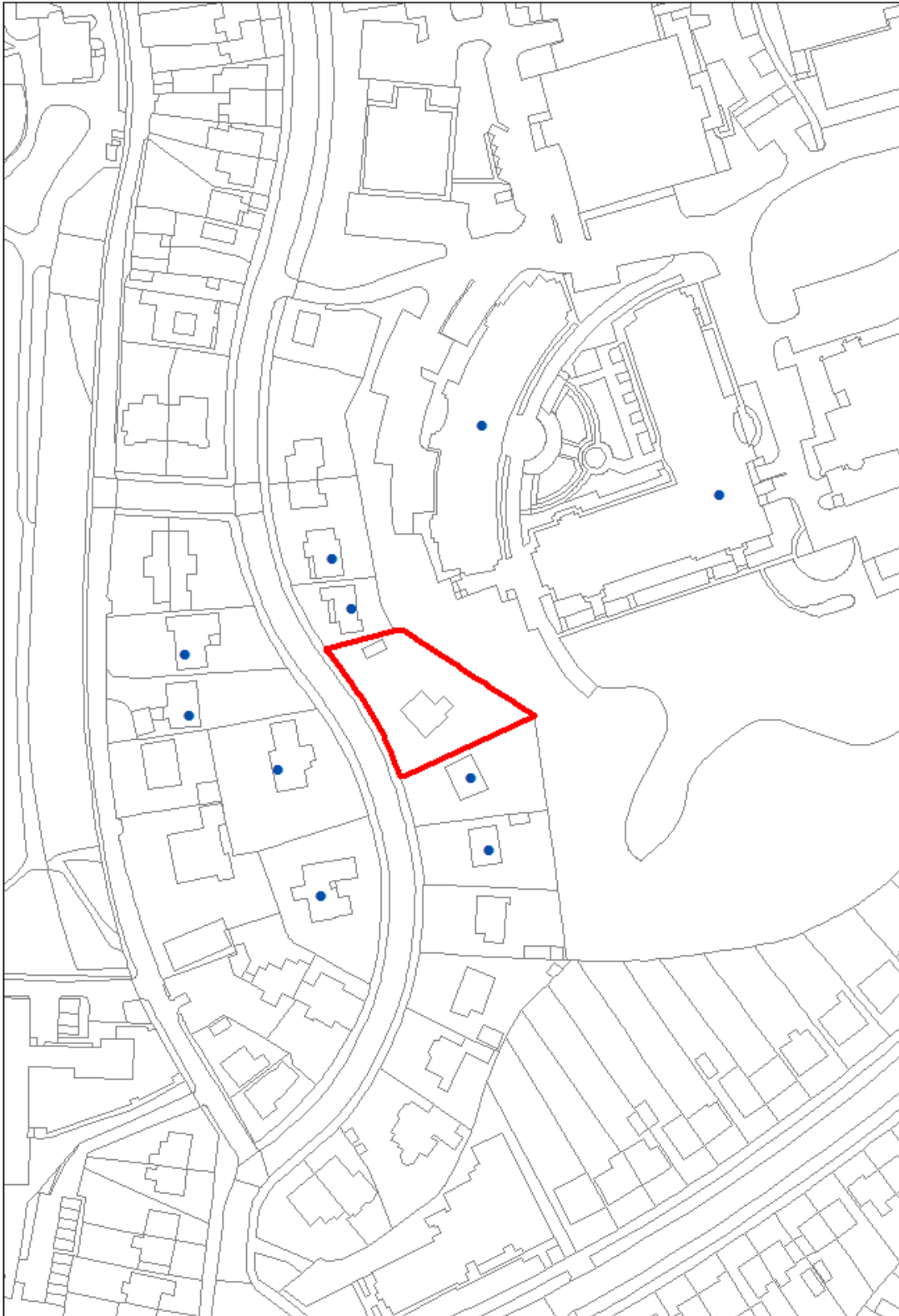
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Didsbury Civic Society

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

Representations were received from the following third parties:

Relevant Contact Officer :	David Lawless
Telephone number :	0161 234 4543
Email :	d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121460/FH/2018	5 th Oct 2018	19 th Sept 2019	Didsbury East

Proposal Part retrospective application for the erection of a detached garage and a front brick boundary wall with associated metal gates.

Location 53 Kingston Road, Manchester, M20 2SB

Applicant Mr S Khan , 53 Kingston Road, Manchester, M20 2SB,

Agent Mr Rahat Anwar, RA Design & Project Management Ltd, Suite 4, The White House, BL1 4AP

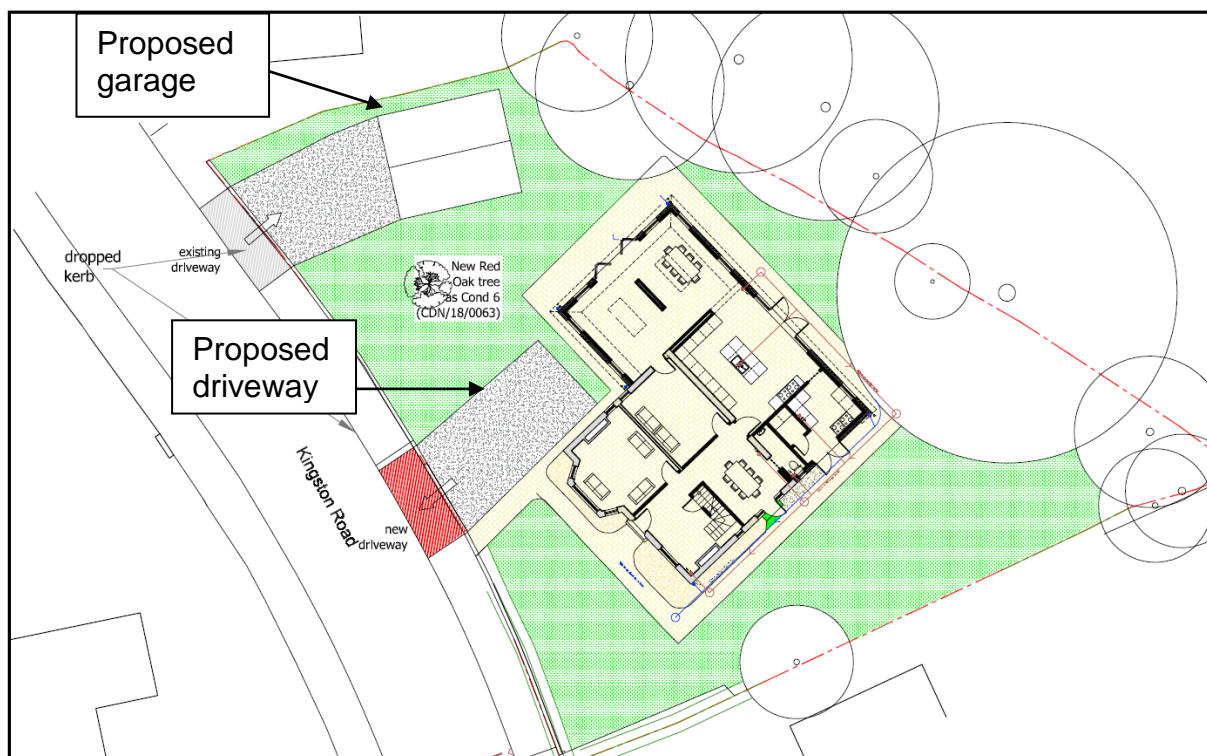
Description

53 Kingston Road is a 2 storey detached dwellinghouse located within the Didsbury St. James Conservation Area. 53 Kingston Road was one of seven identical detached dwellings (The *Shirley Houses*) located on the eastern side of Kingston Road but it has since undergone significant alterations which are the subject of planning application 124320/FH/2019, which is also on this agenda.

The property sits in spacious grounds, beyond which to the north and south sit nos. 47 and 55 Kingston Road respectively, both 2 storey detached dwellings. To the east of the site there is a thick landscape belt running along the common boundary with The Towers Business Park. To the west of the site, on the opposite side of Kingston Road, stands no. 56 Kingston Road, a part single/part 2 storey detached dwelling.

Planning permission to erect a two storey rear extension and a single storey side extension to the property was approved in January 2018 under reference 117633/FH/2017. Since then the applicant has also received consent to carry out a number of works to trees under references 117932/TCA/2017 and 120271/TPO/2018.

The applicant is now applying to erect a garage on the site of the former garage that was demolished several months ago. Access to the garage would be via the existing driveway. In addition, the applicant is proposing to create an additional car parking space to the front of the recently erected single storey side extension and erect a brick boundary wall/gateposts and gates at a height of 1 to 1.15 metres along the length of the front perimeter of the site. The proposed garage and boundary wall have been substantially completed. The proposed layout is shown overleaf:



Consultations

Local Residents – Four letters of objection have been received from local residents:

- The application for the garage has not been determined but the applicant has continued to build the garage.
- An additional driveway/car space is overdevelopment.
- It would also be unsafe to have two entrances/exits to the property in close proximity on a deceptively dangerous bend in the road.
- The proposal represents a permanent addition to the original application, over-development of the site, an increase in the hard-standing area and a significant reduction in the soft-landscaping of the site.
- The loss of all of the trees from the site, as a result of the approval of additional applications now means that there is no mature, screening vegetation - shrubs or trees - which could have reduced the impact of the double garage.
- The introduction of a second vehicular access through double gates in the front wall represents three further issues:
 - a) A further reduction in the soft-landscaping of the site to provide for access and hard-standing space for vehicles
 - b) A potential increase of surface water run-off from the increased hard-standing areas which could impact on the drainage capacity of the street.
 - c) Most importantly, result in the introduction of a further vehicular access in part of the road where access and egress is already difficult and potentially dangerous because the road layout (a blind bend in Kingston Road to the north of the site, the speed of passing traffic in spite of the 20 mph speed limit, and the level of on-street parking.

- The previous single garage, which was mostly hidden from view by the now removed trees and mature hedging, has now been replaced by a large double garage, further significantly impacting upon the street scene. What was once a large garden has now become a cramped site, devoid of any natural merit. The double garage does not harmonise with or enhance the area. Furthermore, and of greater impact, is the intention to incorporate two vehicular double gates into the development. Clearly, these gates will also require additional associated hard standing.
- As well as removing what little is left of the garden to accommodate car access/egress and parking, the significant increase in hard standing will put further load on the already overstretched street drainage.
- Number 53, one of seven identical houses with significant gardens, will no longer harmonise with the street scene.
- What little of the garden remains will also be blocked from street view by the associated vehicles which will be parked on the intended extensive driveway.
- If the applicant requires so much off-road parking then any garage should be located to the rear of the site with one long driveway from the street to accommodate vehicles, thereby minimising the impact on the street scene, as per the adjoining houses. As currently proposed, the site will resemble a car park.

Ward Members – A joint letter of objection has been received from Councillors A. and K. Simcock, the points raised are as follows:

- This garage is being erected already so we know that this is for retrospective approval. Nonetheless, this applicant has, in our opinion, made a mockery of Tree Protection Orders in particular and their contractors have shown a disregard for the working restrictions by working at weekends and bank holidays even when requested to stop.
- The garage is located where a tree that was covered by a TPO was in position. Knowing this, the applicant's contractors weakened the tree by working in close proximity to its roots without any form of protection for the tree. The tree then became unsustainable and had to be removed. There was then a vacant site for the garage to be erected.

Highway Services – Highway Services have made the following comments:

- The new garage which is serviced from an existing vehicular crossover is acceptable from a highway perspective.
- The proposed boundary treatment is acceptable in principle provided that the gates will open inwards into the development site.
- The new driveway and new hardstanding area is acceptable from a highway perspective.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning

permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

- a) Approving development proposals that accord with an up-to-date development plan without delay; or
- b) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 192 in Section 16 (Conserving and enhancing the historic environment) states that in determining planning 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 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) The nature of the heritage asset prevents all reasonable uses of the site; and

- b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) The harm or loss is outweighed by the benefit of bringing the site back into use.

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

Paragraph 201 states that not all elements of a Conservation Area 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 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 as a whole.

Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

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

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policies – Policy DC18 is considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- 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
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.

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

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.

Manchester Residential Quality Guidance 2016 – 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 ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be

fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

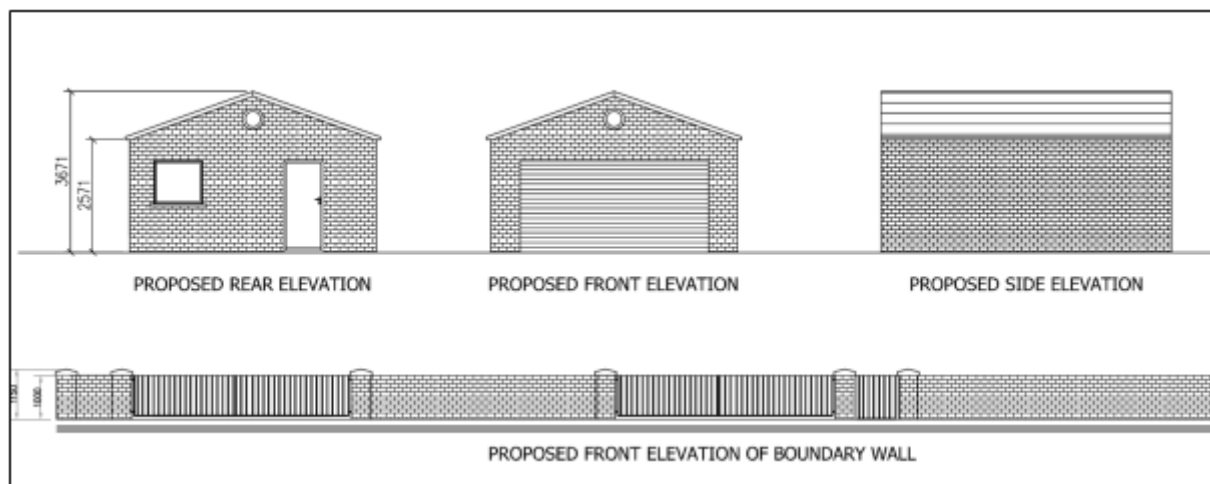
The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been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

Issues

Principle of the Proposal – The erection of a domestically scaled garage within the grounds of a dwellinghouse, which is located on the site of a previously demolished garage, is considered acceptable in principle. In addition, the replacement of the wooden fencing with a one metre high brick wall and brick gateposts is also acceptable in this context. It is noted that planning permission for new front boundary walls at nos. 55, 59 and 61 Kingston Road has been granted in 2018 and 2019. Notwithstanding this, consideration must be given to the proposals impact upon the existing levels of residential and visual amenity enjoyed by the residents who adjoin the site, as well as the impact upon the Didsbury St. James Conservation Area and existing tree coverage. In this case the main issue concerns the use of the proposed brick

Design – The design of the garage is conventional and it, along with the boundary wall/gateposts, have been constructed using traditional materials, namely brick topped with grey roof tiles. The doors to the garage and the proposed gates would be of metal construction. The garage is 3.7 metres high at the ridge and is 5.6 metres wide, as opposed to the original garage which was 2.9 metres wide.

The design of the proposed garage and boundary wall/gates is shown below.



While the design of the proposed garage and brick wall/gateposts is acceptable, what

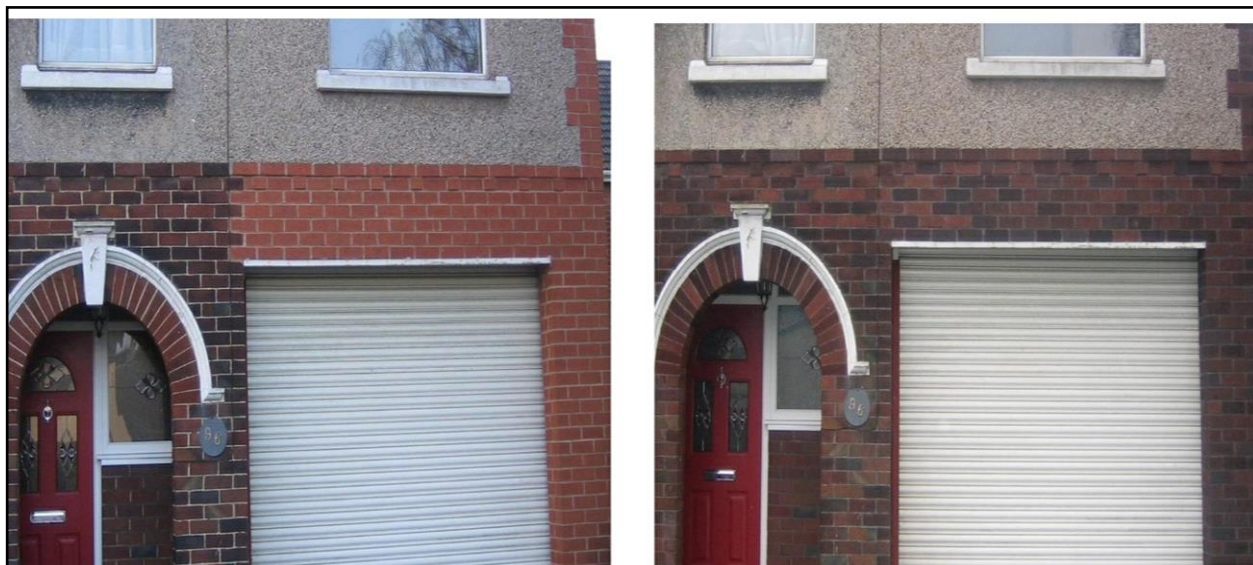
is of concern is the proposed brick that has been used in their construction, namely the Weathered Pre-War Common by Imperial Handmade Bricks. While it is acknowledged that the proposed bricks do match the rebuilt elevations at the front and side of the dwellinghouse, as well as the extensions built under planning permission 117633/FH/2017, all of the bricks used in the refurbishment and extension of no. 53 Kingston Road do not match the colour of the remaining *Shirley Houses*.

The following photographs show the proposed garage and the difference between the new bricks used in the refurbishment and extension of no. 53 Kingston Road and original bricks used to construct the *Shirley Houses*.



overcome these concerns the applicant is proposing to colour tint all the brick work, apart from the front boundary wall/gateposts to ensure that it resembles the colour of the original other *Shirley Houses*. The tinting would be undertaken by hand by

Bebbington Brick Services, recognised experts in this field, with each brick being treated individually and guaranteed for 40 years. The tinting of the bricks is considered to be an acceptable solution to the matter and its implementation would be subject to a condition. An example of the process is shown below



Given the variety of brick type and colours that make up the front boundary walls in this part of the conservation area it was not considered appropriate to require the applicant to colour tint the proposed front boundary brick wall and gateposts.

Scale – The original garage occupied a footprint of approximately 17m², with a frontage of approximately 2.9 metres. The proposed garage has a footprint of 37m² and is 5.6 metres wide. Despite being noticeably larger the proposed garage is still domestic in scale and in keeping with similar structures located throughout the Didsbury St. James Conservation Area.

Given the above it is considered that the scale of the proposal would not have a detrimental impact upon the current levels of residential and visual amenity enjoyed within the vicinity of the site, nor upon the overall character of the conservation area.

Impact on Didsbury St. James Conservation Area – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Didsbury St. James Conservation Area.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain. Architectural styles vary from the Perpendicular of St James's Church to the Classical and Gothic of public buildings and of the more grandiose houses. Remnants of older and more modest houses exist in simple vernacular character.

A great variety of building materials is used in the conservation area. Most common is red brick for walls and blue slate for roofs. Stone dressings, in conjunction with brickwork, are used extensively, and several buildings are built entirely of stone, notably the two churches. The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials. In terms of informing the character and form of new development in the area, it is considered that careful consideration should be given to the existing character of the area including the size, mass and appearance (including materials) of the older buildings.

The proposed garage is similar in design and scale to other domestic garages found throughout the Didsbury St. James Conservation Area and the use of brick and tile in its construction is welcomed over the use of more modern materials such as pre-cast concrete or cladding. Similarly the use of brick along the front boundary is a common feature in the conservation area and a number of the neighbouring properties have had similar work undertaken recently. If no. 53 Kingston Road was an individually designed property the use of the Weathered Pre-War Common brick in the construction of the garage and boundary wall would not be contentious. However, this property is one of a series of identically designed properties built for a specific client in the 1920's, i.e. The Shirley Institute, and the remaining dwellings have all retained their original brickwork and on the whole remain unchanged, resulting in a recognised feature of this part of the conservation area.

It is believed that without the colour tinting referred to earlier the appearance of the proposal would have a detrimental impact upon character of the conservation area. However, it is considered that the proposed colour tinting would ensure that the proposed garage would more closely resemble the original *Shirley Houses* and for this reason it is considered that the proposal results in "less than substantial harm" upon the character and setting of the Didsbury St. James Conservation Area. As has been stated earlier, given the variety of brick type and colour used in the construction of front boundary walls along Kingston Road it is not considered necessary in this instance to require the colour tinting of the proposed boundary wall/gateposts.

It is acknowledged that the proposed garage has a larger footprint than the original garage (37m² as opposed to 17m²). However, given that no. 53 Kingston Road occupies a larger footprint than the neighbouring dwellings the feeling of spaciousness is retained and as a result the character of the conservation area remains unaltered.

The provision of hardsurfaced areas at the front or side of dwellings for the parking of cars is also a feature of the conservation area and as such it is not considered that the provision of a new driveway in this instance would harm the character of the Didsbury St. James Conservation Area.

Impact upon the nearby Listed Building – The proposal would have no physical or visual impact upon the nearby listed building, namely The Towers and no. 40 Kingston Road, given that they are both approximately 95 metres away.

Visual Amenity – Concerns have been raised about the proposed brick used in the construction of the garage and brick wall. While they do match the rebuilt elevations of the dwellinghouse, both they and the proposed garage and boundary wall do not match the colour of the remaining *Shirley Houses*. It is for this reason, as described earlier, that the applicant is proposing to colour tint the proposed garage, and the main house under application 124320/FH/2019 (item 7 on this agenda), so that it more closely resembles the colour of the original brickwork used in the *Shirley Houses*.

Given the design and siting of the proposed garage and the proposed tinting of the brickwork, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

The proposed boundary wall and associated gateposts are similar in scale to those seen elsewhere along this stretch of Kingston Road, as such it is not considered that they too would have a detrimental impact upon visual amenity. Given the variety of front boundary walls along this stretch of Kingston Road it is not considered necessary to require the applicant to colour tint the proposed brick wall and gateposts.

In terms of the proposed driveway, the original proposal did include a larger amount of hardsurfacing which was considered unacceptable in terms of visual amenity and impact upon the conservation area. However, this was reduced in size to that now before the committee. As can be seen from the proposed layout shown on page two of this report the amount of garden area that would remain would ensure that the overall of the character of the Didsbury St. James Conservation Area remains unharmed.

Trees – No trees are required to be felled to facilitate the proposed garage, brick wall/gates or driveway. An Ash tree was located adjacent to the previous garage but consent to fell that tree was granted under application 120271/TPO/2018 in June 2018, subject to its replacement with a Beech tree in the front garden.

While it is noted that the applicant has shown an Oak tree being planted in the front garden, as required by another tree consent (117932/TCA/2017), he has been requested to submit a revised layout drawing which also shows the planting of the Beech tree required of consent 120271/TPO/2018 referred to above.

Pedestrian and Highway Safety – While the access to the proposed garage is on a slight bend it should be noted that this was the access to the previous garage on the site. The additional driveway is located to the south of this slight bend and given its domestic nature would not generate significant comings and goings to the property.

Given the above and the fact that Highway Services have not raised any objections, it is not considered that the provision of a garage and creation of an additional driveway would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Kingston Road.

Drainage – The applicant has been requested to confirm the drainage arrangements for the proposed driveway and for the one providing access to the proposed garage.

CONCLUSION

It is recognised that the *Shirley Houses* are a feature of the conservation area and that they offer a unified frontage on this section of Kingston Road. It is also acknowledged that if the bricks were left untreated the proposal would have a detrimental impact upon the character of the conservation area. However, given that the design and siting of the proposal is considered acceptable and the bricks used in their construction are to be colour tinted to match the neighbouring dwellings, it is considered that this proposal does not compromise the setting of the *Shirley Houses* nor impact upon the overall character of the Didsbury St. James Conservation Area and as such the development results in “less than substantial harm”.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to the planning application.

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:

- a) Drawing no. RAD/1868/18/1, stamped as received on 5th October 2018
- b) Drawing no. RAD/1868/18/3 rev B, stamped as received on 21st December 2018
- c) The Brick, Masonry and Mortar Weathering Tint Product Data Sheet (Bebington Brick Services), stamped as received on 23rd July 2019.

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

3) a) Within two months of the date of this permission a sample panel of treated brickwork shall be prepared on site and shall be inspected by the Local Planning Authority.

b) Any required changes following the inspection shall then be carried out within a further one Month period and again inspected by the Local Planning Authority.

c) The agreed final finish shall then be approved in writing by the Local Planning Authority and the remainder of the garage shall then be finished in accordance with the agreed details within a further three month period. The finish shall then be retained at all times thereafter.

Reason – In the interests of visual amenity and to protect the character of the Didsbury St. James Conservation Area, pursuant to Policies DM1 and EN3 in the Manchester Core Strategy.

4) All works to the highway hereby approved, i.e. dropped kerbs and pavement alterations, shall be undertaken before the development becomes operational.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

5) 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 garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no extensions or elevational alterations (including painting or rendering) to the garage hereby approved shall be erected without the express consent of the City Council as local planning authority.

Reason – In the interests of visual amenity and to protect the character of the Didsbury St. James Conservation Area, pursuant to Policies DM1 and EN3 in the Manchester Core Strategy.

7) The replacement tree planting scheme approved by the City Council as local planning authority shown on drawing ref *****, shall be implemented not later than 12 months from the date of completion of building works. 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 replacement tree planting scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 121460/FH/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

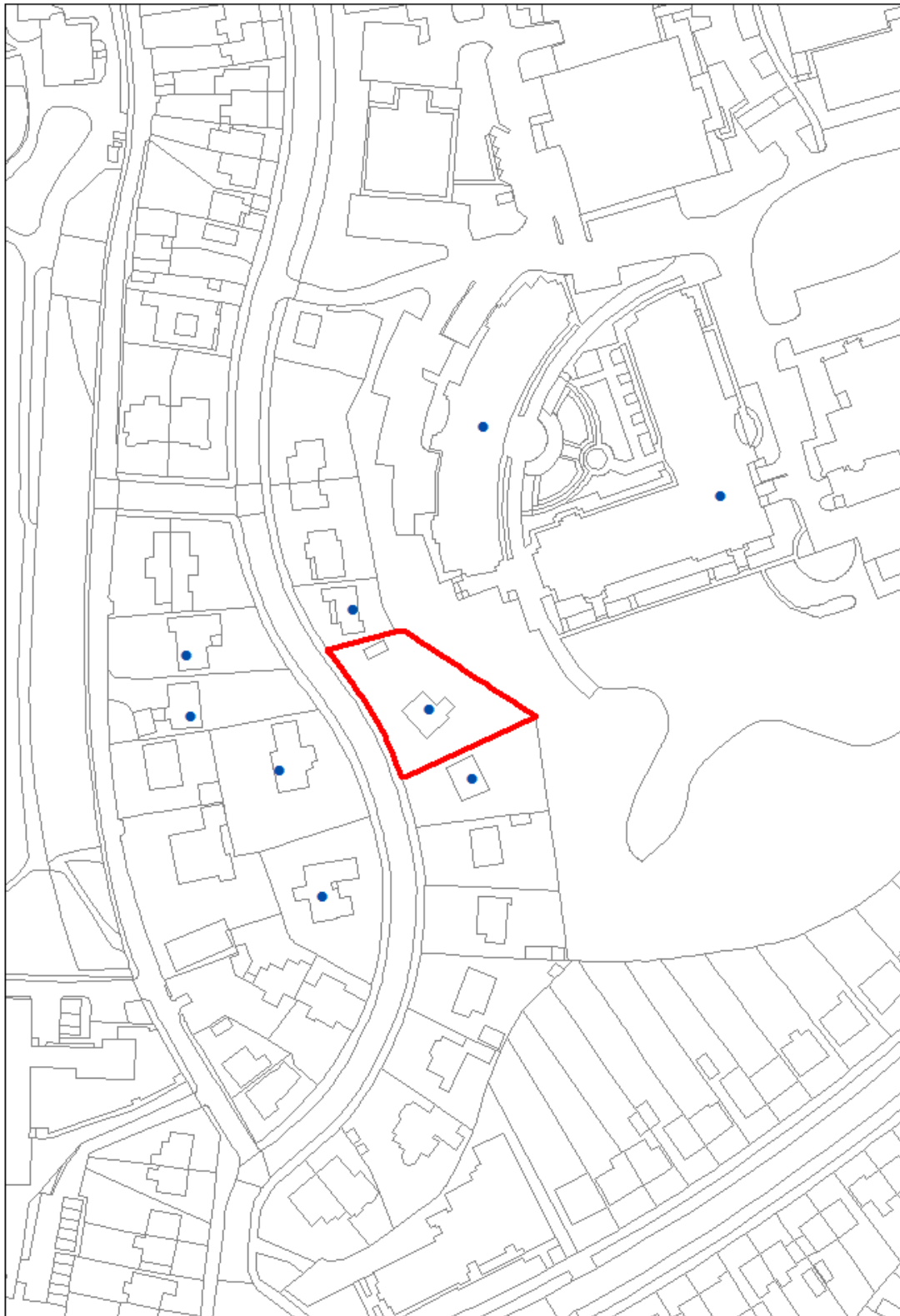
Highway Services

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

Relevant Contact Officer :	David Lawless
Telephone number :	0161 234 4543
Email :	d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
120607/FO/2018	26th Jul 2018	19th Sep 2019	Fallowfield Ward

Proposal Creation of Artificial Grass Pitch (AGP) for Multi-Sport Activity and installation of 6 x 18 metre high floodlighting columns, creation of a hard standing, formation of topsoil bund, erection of 5 metre high ball stop fencing and installation of 1.2 metre high barriers to artificial grass pitch

Location Platt Lane Complex, Yew Tree Road, Manchester, M14 7UU

Applicant Mr Mike Howarth, Manchester Metropolitan University, All Saints Building, All Saints 8, Manchester, M15 6BH,

Agent Mr John Bennett, Surfacing Standards Ltd, 1A Perth House, Corbygate Business Park, Priors Haw Road, Corby, NN17 5JG

Introduction

This application was placed before the Planning and Highways Committee on 22nd August 2019 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit.

Description

The application site is currently a grass football pitch within the Platt Lane Sports Complex. The pitch, which is the subject of this planning application, and is part of the wider Platt Lane Complex, is located on the south-east corner of the junction between Platt Lane and Yew Tree Road. The site is denoted by a white X on the below photograph. The area is predominately residential in character, with Platt Fields Park adjacent to the site.



The sports complex was established many years ago and was previously Manchester City Football Club's training ground. Since 2014 the sports complex has been owned and run by Manchester Metropolitan University (MMU) and offers a gym, fitness classes and a range of pitches for sports such as football, rugby, and American football. The sports complex is not exclusive to MMU students but is open to all including local clubs and community groups.

Application proposals

The applicant is proposing to replace the existing grass pitch with an artificial grass pitch (AGP) to allow for multi-sport activity, such as hockey, lacrosse, football and American football, with the dominant use being hockey. The applicant is also proposing to install six, 18 metre high floodlighting columns, 5 metre high ball stop fencing to the perimeter of the site, 1.2 metre high barriers around the pitch, a topsoil bund to the northern boundary of the pitch, and an area of hard standing for pedestrian access and spectators. The proposal seeks to use the pitch from:

Mon to Thurs	9am – 9pm
Friday	9am – 8pm
Sat & Sun	10am – 5pm

Originally, the applicant sought to use the pitch from 9am to 10pm Monday to Friday and 9am to 7pm Saturday and Sunday. However, following concerns about the proposal, the scheme was amended to that now before the committee. Furthermore, the applicant has removed the proposed AGP warm up area on the northern boundary and is proposing to install a topsoil bund, which would be 2 metres in height and would be seeded.

The current hours of use permitted for this pitch are 9am to 10pm Monday to Friday, Saturday 10am to 10pm, and 10am to 6pm Sundays.

It should be noted that other existing floodlit pitches within the Platt Lane Complex have an hours condition of Monday to Friday 8:00am to 10:00pm, Saturday 8:00am to 7:00pm, and Sundays 8:00am to 7:00pm.

Consultations

Local Residents – Following receipt of the revised drawings local residents were re-notified and 37 letters of objection have been received, the comments are as follows:

- On behalf of the local Residents Action group, would like to formally request that a site visit be made by councillors before any further decisions are made in this whole process.
- Have looked into the planning restrictions imposed on Manchester Grammar School (116407/FO/2017), regarding their own flood-lighting scheme and note that local residents' objections were taken into consideration regarding the operating hours of the facility, and were limited to 8pm daily, following concerns regarding floodlighting and glare.
- Please note that on the Manchester Grammar School scheme the floodlit pitch is approximately 60m from residents' front doors and there are 3 rows of

mature trees as a barrier. The MMU scheme is 18m from residents' front doors, with no tree barriers as a shield.

- Similar restrictions have been placed on the operations of the Platt Fields Fun Fair, which operates for 8 weeks per year. It is also limited to closing before 8pm. So cannot understand how this MMU facility would ever be allowed to operate after 8pm all year round.
- Acknowledge the offer to slightly reduce operating hours by MMU at the site, but the revised plans remain hugely problematic given the overall negative impact that this development will have on an already overburdened area. Bar an offer to slightly expand car-parking provision, there is little to assuage residents' concerns about the increased usage that this development will result in, with all the increased traffic, noise, and especially light pollution we will experience as a result.
- Despite attempts to paint this as a facility with relevance to the local community, its primary purpose remains the provision of sports facilities to MMU students, and other commercial interests who may pay rent to use the facilities. It is not of any positive value to a diverse local community that already has to bear more than its fair share of the burden of transient populations that have little desire to invest in the community and its well-being. For universities, student satisfaction is king, and this development is aimed squarely at their needs and the opportunities that students desire given the fees that they are required to pay. This commercialization of higher education results in a tragic disconnect between the universities and the communities in which they are situated, as it means that student satisfaction trumps everything else.
- The comments from Sports England indicate that this development's primary use will be for Hockey - a fact left out of the original submission which indicated multiple sport usage. This will mean relocation of established community football clubs who use the current grass pitch, again to satisfy the demands of a student body playing an elite sport with no relevance to our diverse community. Surely the lack of relevance to local communities should be taken into account. Our community's quality of life should not be put at risk to satisfy the desires of a privileged minority, who can afford to go to university and play elite sports, or play for such clubs with all the costs that doing so entails. Frankly, it's offensive to the exceptionally hardworking folk of this area, many of whom have witnessed real hardships.
- Note that there is still no mention of any substantive environmental impact assessment in the plans, both in terms of increased light, emissions and noise, and the effect on local wildlife. Neighbouring Platt Fields has a diverse flora and fauna, particularly its bat population, which roost around, and potentially within the Platt Lane complex. At the very least, there should be a survey carried out by the developers to ensure that this protected species' habitat is not put at risk.
- The permanent residents of this neighbourhood are being poorly treated by a university that only has its commercial interests and those of its students at heart.
- The noise and light pollution caused by the proposal will disrupt the peace and tranquillity required for prayer and classes at the masjid, which has windows facing the pitch.

- Have already been experiencing much noise and disturbance from the Platt Lane Complex during the Holy month of Ramadan in summer 2018, particularly during evening and night prayers.
- Attendees and worshippers of the masjid have reported feeling intimidated by the existing users of the Platt lane Complex, due to the use of foul language, loud mannerisms and aggressive type behaviour witnessed.
- Do not feel that the proposal will benefit the masjid or the local community who make use of prayer/class facilities. Rather it will further disrupt our peaceful worship, aims and objectives.
- If allowed, this will affect the daily operations of the masjid which is also a registered charity and thereby have a negative impact, affect, and significantly strain many aspects of our work. We foresee difficulties continuing our work in a setting where this application is allowed. This Application does not serve the community (hundreds) which utilise our centre and hence it is against the Public Interest.
- Would like to understand how much cycling provision is at the complex at present and how much is to be provided.
- Concerned about the impact the proposal would have on the local highway network as more traffic has already been pushed on to Yew Tree Road and Platt Lane due to the Oxford Road bus corridor, believe this proposal will create even more traffic and parking issues.
- Concerned that if approved the proposal would put off long term residents from moving to the area and existing families would leave the area due to the light and noise pollution, especially families with young children as they wouldn't be able to sleep due to the disruption of the use proposed operating until 9pm.
- Concerned that the noise readings provided by the applicant do not reflect the noise readings taken by local residents during pitch use.
- The scale of the proposal is not in keeping with the residential area as the site will be used much more intensively than at present, for longer periods of the day, with more players all year round.
- Concerned that as hockey is to be the prevalent sport played on the AGP pitch this will be much noisier than present due to the nature of the game using a ball and sticks, and the pitch materials.
- Living in the area with the existing complex and noise and traffic issues from it and the fun fair which operates for 8 weeks of the year is hard enough. This will be exacerbated further by the proposed intensive use of this corner pitch, which is so close to residents' houses.
- Believe that if this proposal was in Didsbury it would not be allowed, but as this is a less affluent area residents' views are less important.
- Concerns that highway safety will be made worse due to more parked vehicles from patrons of the complex.
- Coaches visiting the site often block neighbouring roads, and this will be made worse by more coaches visiting the site. There is currently only one coach parking space yet there are often three coaches per session.
- Only 1 electric charging point is proposed to 29 spaces. Concerned that this means the applicant is encouraging 28 petrol or diesel cars for every one electric car.

- The proposed planting of trees and shrubs will not be a sufficient noise barrier.
- The fun fair at Platt Fields is limited to closing at 8pm so the proposed operation of this pitch until 9pm is excessive.

24 letters of objection were received in relation to the originally submitted scheme prior to the revisions and supplementary information which has sought to address concerns raised, points additional to those summarised above were:

- The proposal would be at odds with the aims of the Platt Fields Park Management Plan, which is to create a natural eco system. A noisy, over-lit planning blight can do nothing but harm.
- 3G pitches are known carcinogenic and would be an environmental disaster
- It can be argued that the Article Four direction of Manchester City Council is being reversed by this application. The residents of the area do not want it turned into a giant hall of residence by the creation of an "open all hours" sports complex, which will result in total "studentification" of the area.
- Concerned that this may well be a revenue-increasing scheme by MMU which will have a negative impact on the neighbourhood. If provision of such facilities locally was a concern then the area is replete with them - these are available for public use at Whalley Range High School - which has a huge number of pitches, Sir William Hulme Grammar School, Trinity Sports Centre, and Manchester University's extensive provision for public use at the Armitage centre. These are all within a mile radius of the Platt Lane complex and give plenty of options.
- The lack of engagement of MMU with local residents is disappointing.
- Fear an increase in anti-social behaviour such as being attacked/mugged.
- Question why there is no Section 106 agreement to benefit local residents, such as an upgrade to the park or free gym memberships.
- The facility already has 3 outdoor artificial pitches available for public use/rental, as well as two further indoor pitches.

Councillor Mahadi Sharif Mahamed – Objects to this application. I remain totally opposed to this project in line with my previous objection. I believe the scale of this plan will adversely affect the lives of local residents and community, in terms of traffic, noise, light pollution, parking. This area cannot cope with any more development.

Councillor Ali Raza Ilyas – Objects to the planning application from MMU in relation to extending and developing their sports ground on Platt Lane. I fully support the objections made by residents in the area, and their detailed analysis of the impact this proposed development would have on them.

The key concerns being, parking and lack of coach parking in the facility, causing considerable problems for residents which would increase if development goes ahead. Along with the noise that will be on-going until 10pm from both the sports being played and users leaving the venue to get to cars parked outside resident's homes. There are many sports facilities in the area that are not in close proximity to residents that users can seek out.

The current sports ground already poses significant issues for local residents, and the new proposal would increase these problems.

There is already significant noise throughout the day and evening seven days a week from the use of the outdoor pitch. The proposal would effectively more than double the amount of noise. In addition, the proposed floodlighting of the new pitches would increase the light pollution already suffered by residents. This is unacceptable so close to people's homes, and would further adversely affect residents' ability to enjoy a reasonable home life. It has a particular impact on children, given that noise and light would persist at unacceptable levels until 10 pm each night during weekdays. The noise generated by people leaving the development would also be substantially greater at a time when people should be able to expect to go to bed.

The application would increase traffic and parking problems in the area. Residents already experience considerable inconvenience from inconsiderate and dangerous parking by people using the complex and Platt Fields. The amount of parking available at the complex is insufficient for its users, and increasing the facilities would further exacerbate this ongoing problem. This is not an occasional problem, but a constant issue, with local roads being used as a car park for the complex. In addition, the closure of Oxford Road to cars has, as predicted many times by local Councillors, led to commuters "rat-running" through areas of Fallowfield and Moss Side to the west of Oxford Road. Platt Lane and Yew Tree Road are one of the routes used. There is now significant pressure on local residents in these areas as a result of increased traffic, parking and pollution. To add to this pressure by allowing further development of the Platt Lane complex is adding insult to injury for local residents, and they are rightly angry about its implications for their lives.

Whatever the intentions of the applicants, the fact is that increasing usage will increase the level of anti-social behaviour experienced by residents when users leave the complex. This is something experienced whenever there is a major event in Platt Fields, but it is also a day-to-day experience of residents from the current usage of the complex. The residents also have concerns, from their current experience, about environmental issues around rubbish disposal and how these will increase.

For these reasons I am opposed to the application, and support the residents' objections.

Friends of Platt Fields Park - Object because the development proposal is contrary to a number of Manchester City Council's stated planning policies, as follows: Consider that, the proposed substantial change of use from an unlit, single-use, grass football pitch to a multi-sport activity artificial grass pitch (AGP), with 6 x 18 metre high floodlighting columns, will not make a positive contribution to this locality as a neighbourhood of choice, will not enhance or create character, will not make a positive contribution to the health, safety and wellbeing of nearby residents. This planning application is contrary to these aspects of policy SP1.

This development proposal is likely to increase emissions – there are concerns that microplastics from AGPs end up in the environment, also there is growing concern that they may cause cancer. This proposal seeks to eradicate a natural resource and

replace it with an artificial one and to not reuse previously developed land wherever possible. This planning application is contrary to this aspect of policy SP1.

There is no mention in policy EC8 of the suitability of land in the Central Manchester Strategic Regeneration Area for the provision of education employment land, other than land in The Corridor (Manchester), and in Birley Fields, the new Manchester Metropolitan University Campus. This planning application is contrary to policy EC8.

The distinct historic and heritage features of the neighbourhood around the development site is of fairly grand residential properties overlooking the open parkland of Platt Fields. This development proposes to replace the outlook over an unlit, grass, football pitch to an outlook over a very brightly-lit, multi-use AGP, with the likelihood of significant associated noise during the opening hours – Monday to Friday from 09:00 until 22:00; Saturday from 09:00 until 19:00; Sunday and Bank Holidays from 09:00 until 19:00. This planning application is contrary to policy EN3.

This development seeks to destroy an element of existing green infrastructure. If this application is approved, the Council would be discouraging the enhancement of the quality and amount of green infrastructure in this locality, and reducing the performance of its functions in the local ecological context. This planning application is contrary to these aspects of policy EN9.

If this application is approved, the Council would be condoning the destruction of green infrastructure that would allow for adaptation to climate change. This planning application is contrary to this aspect of policy EN9.

This development has no regard for many aspects of policy DM1. The development's siting, layout, scale, form, massing, materials and detail are inappropriate to this prominent site surrounded by residential properties; the impact of the development on the surrounding area would be detrimental; the development has no regard to preserving the character of the surrounding area; the development will have significant negative effects on local amenity, including privacy, light, noise, vibration, air quality, litter, birds, road safety and traffic generation; we understand that the existing use of the development site has a negative impact on community safety and crime prevention due to transient noise, vandalism, and threatening behaviour from groups of youths leaving the site; the development is not designed for health - the noise and light pollution from the development during its proposed long opening hours would have a negative impact on the health of residents nearby – their ability to sleep, study and enjoy their leisure time; the development would cause additional traffic and parking problems as users travel to and from the site; the effects relating to biodiversity, landscape, heritage, green infrastructure, and flood risk and drainage. This planning application is contrary to policy DM1.

This development is likely to result in unacceptably high levels of noises in a residential area and near open land used frequently for recreational purposes; considering the type of development and the proposed opening hours, it is unlikely that there will be a set of conditions that could be applied by the Council to guarantee an 'acceptable' level of noise. This planning application is subject to policy DC26.1, contrary to policy DC26.3, unlikely to be able to satisfy policies DC26.4 and DC26.5, and doesn't qualify as an exception under DC26.6.

A major concern that relates not only to the park's ecosystem but to the local area in general is the likely impact the increased light levels would have on the biodiversity in the park, in particular the bat population. More floodlights would exacerbate this.

When all the above points are taken into consideration, this planning proposal is clearly and demonstrably contrary to a number of the Council's stated planning policies. We therefore respectfully request that the Council refuse planning permission.

Platt Claremont Resident's Association - We represent 1600 mostly terraced-homes in Moss Side and Fallowfield, North of Platt Lane. These are people's HOMES, where they wish to come back to after stressful days at work and feel they can relax and unwind, spend quality time with their children, other family members and friends.

Remain totally opposed to this project in line with the previous objection.

This proposal is completely not conducive to harmonious relations in this residential neighbourhood, where the Council is encouraging more families to settle and bring up their children. The council's housing strategy is to increase family homes and lessen HMOs in Moss Side. The scale of this plan will adversely affect the lives of local residents and community, in terms of traffic, noise, light pollution, parking. This area is creaking at the seams and cannot cope with any more development.

This application cannot be seen in isolation - Platt Lane/Yew Tree Rd already support many different events and activities that bring large numbers of people, rubbish and vehicles throughout the year - melas, bonfire night, Eid festivals, funfairs, BMX national championships, Friday prayers at 2 mosques extremely close, church services at Holy Trinity Platt, also on Platt lane.

Looking at MMU's community policy, the only benefits are to the people who will pay MMU to do their classes and games. The community they speak of is the sports community in the Greater Manchester Area. They will come from across Manchester and beyond. Already the hockey consultative body acknowledges that this development will "free up" capacity at the Armitage centre for other sports clubs.

The suggestion that MMU "may" offer free gym membership to the residents of houses on Platt Lane is so insulting as to be a real indication of the lack of awareness of what residents will put up with.

The existing use of MMU Sports area already impacts seriously on this locality with people cars and coaches throughout the week on the sports centre, the university course students and the 2 back night-time pitches. Vehicles are leaving the site after 10pm, their headlights blazing into the windows of the houses opposite on Yew tree Rd.

The hours have been reduced a little - but still from 9am until 9pm every weekday and 10-5 both weekend days. 9pm is after most children's bedtime and the noise that will spread upstairs on all the houses fronting the development (notwithstanding the language that many enthusiastic sports people use) will be extremely problematic.

The noise stats submitted measure general noise, not the following: Ball and stick strikes, referee whistles, teams shouting. Should point out that NOT ONE of the other recent sports development proposals in South Manchester has houses anywhere near as close as these are to this development.

Since the closing of Oxford Rd to traffic, the number of vehicles using Yew tree Rd has increased significantly. The junction with Platt lane is frequently log-jammed with long queues stretching back along both roads. There are also numerous accidents as cars try and rush across the junction.

MMU's parking and traffic plan is inadequate, based on the un-tested premise that users will car-share, use public transport and walk. This does not currently happen. Currently, their car-park cannot function at peak times, especially at changeover times. The Yew Tree car-park entrance is inadequate and unsafe, with car jams and traffic paralysis inside their car-park. Exiting cars frequently puts extreme pressure on the existing queues on Yew tree Rd. We remain unconvinced about their provision for coaches.

We reckon up to 700 extra people will use the complex weekly and the bulk of this extra activity will be at night. Giant Floodlights will glare into our homes every evening. Residents do not want a halo of glare and light on their houses, every night, all year round. We can already see the halo of glare when it rains in Manchester over the MMU sports complex. This would only be far worse next to our homes.

I therefore urge you to refuse this project in its entirety; it is dangerously unsustainable in this very densely populated neighbourhood.

Rusholme, Moss Side and Fallowfield Civic Society - This sports facility is situated within a densely populated residential area, albeit also adjacent to the edge of Platt Fields, an inner city park. The density of accommodation nearby is not well depicted on the various site plans provided with the application. It can best be appreciated at page 5 of the Design and Access (D&A) Statement.

It is misleading and unhelpful for the applicant to cite Sport England's assessment standards, which relate to 'sports fields' to a site such as this. Nor is it accurate to describe the activities here as 'sports events' the term used in the WHO noise information, given in the Noise Impact Assessment. Events are discrete entities, not a continuous stream of activities, closely timetabled throughout the day and into the night, with little let up.

The reality is that any activity on site will be intrusive to large numbers of people seeking quiet enjoyment of their homes. This reasonable desire of homeowners risks being thwarted by this proposal, as it will increase hours of use, noise, light pollution, traffic, and parking.

It seems quite unacceptable that the daily duration and impact of the construction work will be constrained far more rigorously than that which will be inflicted daily on the many residents of nearby homes.

It is unclear whether it is intended that play on the pitches will stop only at the

designated time, so that the site will not be clear and quiet until well after 10pm on weekdays.

Using the table provided in the NPPG, that the intensification of use envisaged here will go beyond the 'Noticeable and Intrusive' category, for which the response is to Mitigate and Reduce to a Minimum, to the 'Noticeable and Disruptive' category, for which the remedy is 'Avoid'.

The disruption that will be caused late at night, when there is a potential for sleep disturbance, is greater than the impact during the day.

The impact of floodlighting the area will be greater the longer it extends into the night, and 10pm is too late.

The car parking proposed on site could accommodate the maximum number of vehicles assumed to be on site at any one time and there would be no overspill of demand onto the public highway.

Regular traffic movements associated with University fixtures and new traffic generated by use of the new Artificial Grass Pitch (AGP) will be such that the both functions will not overlap and/or impact on each other will therefore not create undue congestion.

The main driver for this proposal seems to be the desire of the owner, MMU to deliver a wide range of sports to a student population whose numbers are swollen by the closure of facilities at Crewe.

References to 'the community' relate to the users of the facility, not the community of neighbours whose quiet enjoyment of their homes and gardens will be compromised by the noise and light generated until late at night and every day of the week.

It is currently not the case that the non-MMU users of this facility are predominantly local children, walking a short distance from home for an evening kick-around. Instead, the users arrive in cars and coaches from across Greater Manchester. They already leave late and disturb residents. The longer hours applied for will obviously worsen the misery of residents.

Rusholme, Moss Side and Fallowfield Civic Society strongly object to this proposal.

The site already causes nuisance on many fronts to those who have to live near it. It is quite unacceptable to intensify the harms of noise, traffic and parking by both making the pitch less weather-dependent and adding to the harm by continuing it late into the night.

We hope that you will appreciate that, in the experience of the resident community, enough is enough and they are fearful of the impact that these changes will inflict on their lives.

As a minimum, the hours of use should be limited to 8pm.

Highway Services – The site is considered to be sufficiently accessible by sustainable modes and is in close proximity to public transport facilities.

The promotion of car sharing and the use of mini buses (or similar) is welcomed and it is recommended that this is encompassed within a formal travel plan. No waste management proposals have been submitted and it is assumed that the existing arrangements will remain. It would also appear that the main pedestrian and vehicle access remain unchanged which is acceptable to Highways. The boundary fence proposals incorporate a 5m high ball stop fence which are acceptable from a highway perspective.

It is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing by the local planning authority.

As described by the applicant, in a worst-case scenario, 29 additional vehicle arrivals can be expected and we consider that this can be accommodated on the highway network. In terms of car parking, this is proposed to be increased by making the north car park open for public use (21 spaces and 2 disabled bays) and there are proposals to create an additional 8 spaces in the west corner which we consider would be sufficient provision from a highway perspective. It is proposed that new secure cycle parking is proposed in addition to an electric vehicle charging point which is also acceptable. A university-wide travel plan is currently being developed which should include measures at the Platt Lane Complex and it is recommended that the full travel plan be conditioned as part of this application. It is recommended that a Car Park Management Plan is conditioned to allow the coordination of MMU events with external community events in order to minimise/avoid clashes (and potentially offer use of MMU parking facilities for external community events) to further reduce the potential impact on the local road network.

The revised report demonstrates that light spill onto adjacent properties has been sufficiently controlled. The further light spill information regarding glare to vehicles on the highway is sufficient to allow us to support this application.

The additional information in relation to current and estimated pitch usage in addition to the Community Usage Agreement is noted and is acceptable to Highways.

Flood Risk Management – Recommend the addition of conditions relating to sustainable drainage be attached to any planning permission.

Environmental Health – Have assessed the submitted information and are satisfied with the Noise Impact Assessment by Acoustic Consultants Ltd dated June 2019 ref: 6870/DO.

Request the addition of conditions to any approval relating to noise, lighting, construction management, hours of use and contaminated land

Sport England – Sport England raises no objection to this application which is considered to broadly meet the requirements of paragraph 97(iii) of the NPPF and Exception 5 of their adopted Playing Fields Policy, they confirm the draft Community Use Agreement submitted by the applicant is now acceptable.

Greater Manchester Ecology Unit (GMEU) - The adjacent Park is known to be very good for bats, but the application site itself does not support particularly good habitat for bats – dominated by open species-poor close-mown grassland subject to disturbance. Bats may use the tree line at the north-eastern boundary of the site may be used by bats for foraging but I would note that –

- The area is very built up and busy, and Platt Lane is a busy road; the area is therefore already subject to high lighting levels
- The most common species of bat recorded in the area are *Pipistrelles*, known to be relatively tolerant of artificial light
- Bats are most active during the summer months (May to September) and are largely inactive in winter, when the floodlights will most be needed
- The design of the lighting is for cowled directional lights which will reduce light spill

Our conclusion is that the floodlighting is unlikely to affect local bat populations. Nevertheless, in the interests of protecting nocturnal wildlife we would recommend that a curfew be set of the operation of the floodlights so that they are required to cease operations at 21.30 hrs and do not begin operations until 08.00.

They do not consider that the playing field is good for other wildlife because it is so open, disturbed and species-poor.

United Utilities – Request the addition of conditions relating to sustainable drainage.

Policy

The National Planning Policy Framework (NPPF)

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. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

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

Paragraph 91 states - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which amongst other things should:

- enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 92 states - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

Paragraph 96 states - Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 97 states - Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy EN 10 - Safeguarding Open Space, Sport and Recreation Facilities - This policy indicates that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people.

It is considered that improved sporting facilities will be provided on site on this basis the proposals are therefore considered to be compliant with the principles of EN10 of the Core Strategy.

Policy DM1 of the Core Strategy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Following the adoption of the Manchester Core Strategy a number of policies in the 1995 Unitary Development Plan for the City of Manchester were saved. The policies relevant to the consideration of the current application are:

Policy DC26.1 (Noise) states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.3 states developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

Policy DC26.4 states where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

Policy DC26.5 states the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

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

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

Principle – The site is an existing sports pitch, within a larger sports complex. The applicant is seeking permission to replace the grass pitch with an artificial grass pitch (AGP) to allow the pitch to be used for multi-sports such as hockey. The applicant also wishes to install floodlights around the pitch. By changing the pitch to AGP and installing floodlights, this will allow for the pitch to be used more intensively all year round. In principle improvements to the sport facilities are acceptable, however, matters that will require further consideration are the implications on residential amenity including noise, lighting glare, car parking, visual amenity, community use, and ecology.

Siting – The University are proposing to site the new multi-sport pitch on the site of the existing grass pitch on the corner of Platt Lane and Yew Tree Road. The applicant has indicated that whilst the proposed AGP would be a multi-sports pitch with markings set out for sports such as football, lacrosse and American football, hockey would be the predominant use. The applicant has also indicated that this new AGP pitch is required as the existing non-grass pitches within the complex are 3G artificial pitches that are unsuitable for hockey usage.

The location has been chosen to make use of the existing on site facilities and amenities within the wider sports complex, including the existing pitches, changing rooms and administration facilities.

As the proposed AGP pitch would be located on an existing grass pitch that is currently and has historically been used for sport it is considered that the siting of the AGP pitch is appropriate.

Residential Amenity – The site is located within an existing and long standing sports complex. The wider area is predominantly residential and whilst these properties are already subject to impacts relating to the use of the grass pitch the application proposals, with the ability to have a pitch which would be more intensively used by a wider range of sports, has the potential for greater impacts on these properties. Consideration of impacts relating to noise and lighting are set out below.

Noise – The applicant has submitted a noise impact assessment, which considered the impact of environmental noise on the nearby noise-sensitive residential properties. The report also specifically examined the potential for large occurrences of a specific types of noise during hockey shooting practice, and noise from spectators. The submitted information has been fully assessed by the Council's Environmental Health officers who raise no objection to its recommendations.

The grassed pitch is an existing facility within the sports complex and as such a certain level of noise and activity is already experienced by residents who either adjoin or are adjacent to the site. This proposal would allow the activities to continue later on into the evening during the autumn/winter months and the time proposed for the flood light usage, up until 9:00pm, would be less than the hours that football can be played during the lighter summer evenings (10pm), without the need for flood lights. To ensure that any disamenity to residents is reduced, it is proposed that the use of the pitch and proposed floodlights would be subject to an appropriately worded condition to cease operation at 9.00pm Monday to Thursday, 8pm on Fridays and 5pm on Saturday, Sunday and Bank Holidays.

Residents have also raised concerns regarding noise from hockey balls striking the perimeter boards. The submitted noise impact assessment states that the noise mitigation includes the reduction of impact noise on the strike and goal boards by covering the pitch side of the boards in the synthetic pitch surface as shown in the image below. A condition requiring this treatment to be installed in accordance with the submitted details is recommended.



The submitted noise impact assessment also recommends the use of a Noise Management Plan, as they note that where complaints are usually made this is often due to anti-social behaviour such as swearing. Anti-social behaviour is not necessarily related to the noise level and is something that cannot effectively be engineered out of proposals. As such, it is proposed that a noise management plan is implemented as part of the development. The noise management plan shall include a method of informing the users that swearing and anti-social behaviour is

unacceptable and that the centre reserves the right to dismiss users from the pitch and ban future use if this is the case. It is advised that neighbours are given a facility to report excessive noise or anti-social behaviour directly to the sports centre. This would allow the complaint to be investigated and addressed quickly. A condition incorporating this in to a management plan is therefore recommended so that best practice is adhered to in the use of the facilities.

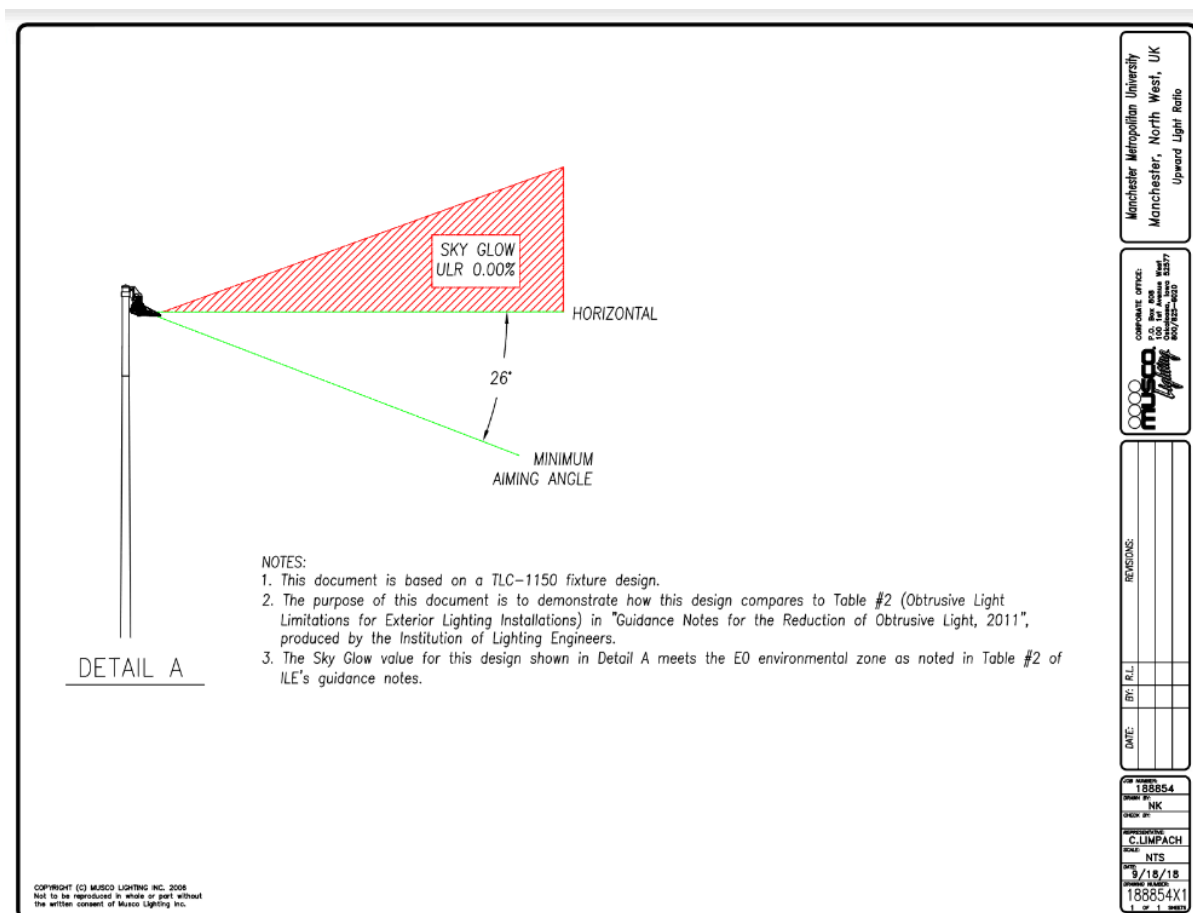
Following the original submission the applicant has amended the proposals to remove a proposed AGP warm up area adjacent to the northern perimeter of the site, this would instead be replaced with a 2 metre high topsoil bund that would be seeded and landscaped to offer further visual and noise screening to the residents that live opposite the pitch along Platt Lane.

Whilst it is acknowledged that the proposal would allow the pitch to be used more intensively, and as such could see additional comings and goings to this area of the sports complex, and that associated noise such as from the movement of vehicles and users of the facility, it is considered that these issues can be mitigated through the imposition of appropriately worded conditions as set out above. It is acknowledged that this is an existing, historical sports facility with associated noise from sports and users of the complex, and as such it is not considered that the proposal would contribute to a significant increase in noise from the site than the existing facilities.

Lighting glare – The submitted documentation on lighting demonstrates that light spill on to adjacent properties would be sufficiently controlled in addition to this any approval would be subject to time restrictions to ensure that floodlighting was further controlled. The applicant has also submitted documentation resolving the potential for glare to road users in accordance with the best practice guidance for the reduction of obtrusive light. Highway Services have confirmed that the lighting is acceptable from a pedestrian and highway safety perspective.

The submitted documentation also notes that the lighting scheme would include control switches and would be programmed to turn the floodlights off on the hour to ensure it is not possible for floodlight use beyond the set times. The last available pitch slot of the day would be 55 minutes long, as opposed to the usual hour, allowing players 5 minutes before the floodlights are switched off.

In addition to ensuring the time periods for floodlighting the pitch are subject to appropriately worded control it is also recommended that a condition is imposed to ensure that the external lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties and requiring the applicant to eliminate glare experienced by local residents should complaints be received in the future should be attached.



Lighting diagram

In conclusion, given the above, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those dwellings closest to the site.

Community Use – Concerns have been raised by residents with regards to the proposals being private facilities that do not derive public community benefit. The applicant has submitted a draft Community Use Agreement, which details the hours of access for community use of the pitch, stating community use will be available across all facility opening hours with the exception of Monday 17:00 to close, and Wednesday 12:00 to close during term time. During university holidays community use will be available across all facility opening times.

The applicant has stated that they already have a standard booking form available for casual use and block bookings, which they would use for the pitch subject of this application.

Furthermore, the applicant has stated that there are 141 car parking spaces available for community users on the site.

In addition Sport England following consultation with the National Governing Bodies of Sport have confirmed that the Football Foundation, on behalf of The FA and England Hockey are supportive of a Community Use Agreement for the facilities.

Below is a table detailing existing users of the grass pitch and how current users can be accommodated elsewhere.

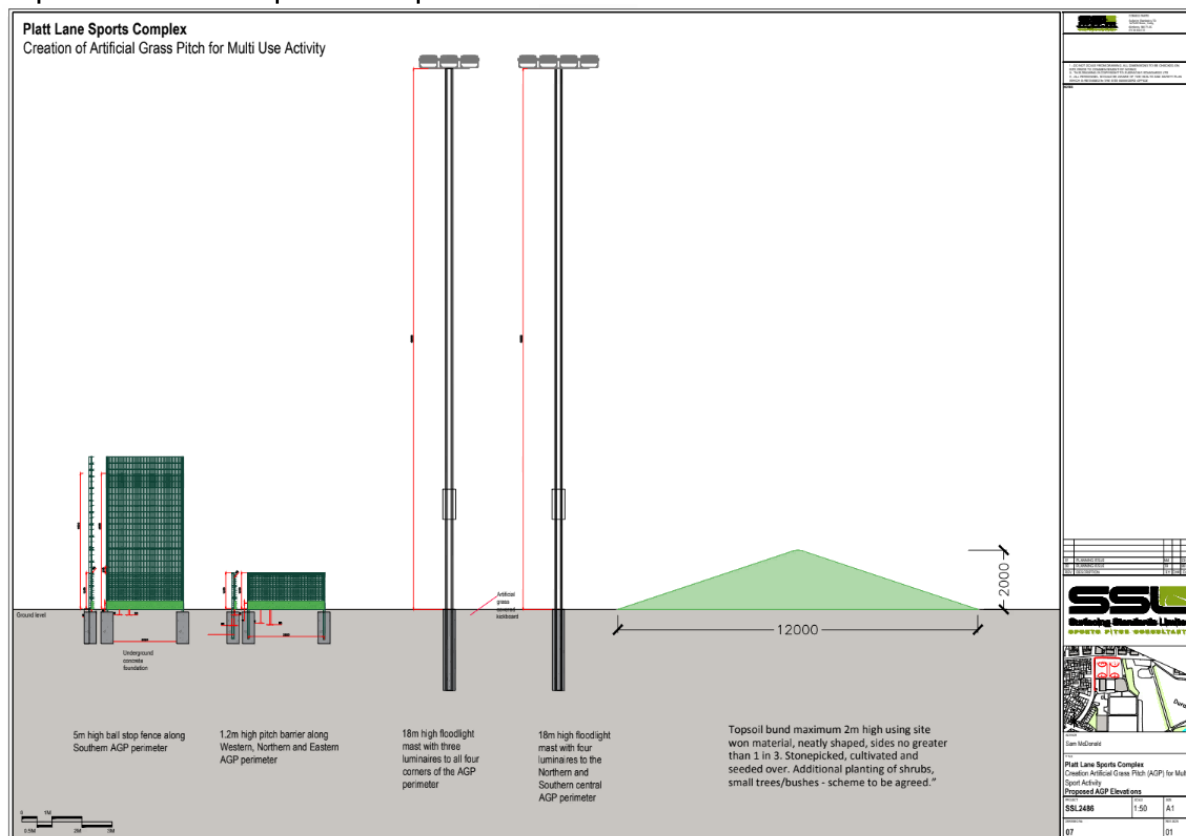
Platt Lane Sports Complex planning application — summary of re-provision of existing user groups (Dec 2018)

Current User Groups of Platt Lane grass	Nature of current use	Proposed solution
Rochdale Football Club	Utilise the pitch for training, Monday— Friday mornings for 2 to 3 days a week	Will be able to use of the existing football 3G surface on site
Toronto Wolfpack Rugby League Club	When playing away matches they currently base themselves out of Platt Lane. Their main pitch use is the existing Rugby 3G or the Indoor '9 a-side' 3G, but sporadically they will use the grass pitch, maximum of one morning a week	They will continue to utilise the existing 3G pitches on site as per current arrangements. Previously, when the grass pitch has been unavailable, they have utilised Sale Rugby Club training facilities for their minimal requirements for a grass pitch and they will do the same should the grass pitch on site be replaced
MMU Football Club	Utilise the pitch for 1 fixture a week on a Wednesday afternoon, usually a 2pm kick off	MMU Lacrosse club would move from the main football 3G surface onto the new AGP, allowing MMU Football Club to use the main football 3G surface for all their fixtures
Manchester County FA	Utilise the pitch sporadically for County fixtures (weekends)	Have now relocated their offices off site and therefore requirements will be less. The football 3G will be available for their use should they require it
Govan Athletic	Are a regular user of our main Football 3G pitch, but from time-to-time will make use of the grass pitch for Saturday fixtures	Will continue to utilise the main football 3G as per current formal agreements

A condition relating to the formalisation of the Community Use Agreement is therefore recommended.

Visual Amenity – In terms of impact on visual amenity the changes to the sports pitch type would not be significantly different to the current situation.

The multi-sports pitch is of a standard design and the location of the pitch together with the existing perimeter fencing would largely remain unchanged from the existing albeit with the inclusion of a earth bund on the northern edge of the pitch closest to Platt Lane. The use of dark green colour for the ball stop fencing would help to further mitigate the visual impacts of the proposal when viewed from footpaths on Platt Lane and Yew Tree Road. The north, east and west perimeters of the pitch would have fencing 1.2 metres in height, and the south side would have ball stop fencing 5 metres in height. It is not considered that the pitch and associated fencing would have significant visual impacts and would be of a character that would be expected within a sports complex.



Proposed fencing, topsoil bund and floodlight elevations

The existing sports complex does contain pitches with flood lights, the pitch subject of this application is currently unlit. The application proposals, as described earlier in this report, include for the installation of four, 18 metre high floodlighting columns to the four corners of the AGP pitch and two, 18 metre high floodlighting columns located centrally to the northern and southern perimeter of the AGP pitch. Given the current high level perimeter fencing and street furniture such as telecoms mast on Yew Tree Road and street lights it is not considered that the inclusion of the lighting columns would give rise to such significant visual impacts to warrant refusal of the current proposals.

The proposed topsoil bund to be located on the northern edge of the AGP pitch would be seeded, and could be further landscaped, which would improve the appearance of the site. A condition is proposed regarding the submission of further landscaping details.

Therefore visually the impact is considered to be acceptable.

Traffic and parking – The applicant has submitted data to verify that the road network can accommodate the anticipated increase that this development would create due to the pitch being used more intensively, and state that the impact on the current road network would be negligible. This information has been fully assessed by Highway Services who raise no objection to the proposals either in terms of highway capacity or highway or pedestrian safety.

The submitted data indicates that whilst it is anticipated there would be a small increase in the number of trips per hour compared to the existing 11-a-side grass pitch use, any increase in use would take place during the evenings (under floodlights) and typically outside of the network peaks. The “worst-case” scenario below notes an increase of approximately 29 vehicles, this level of traffic translates to one vehicle every two minutes on the surrounding highway network, which would be imperceptible.

The worst case scenario maximum users for the full sized hockey/multi use pitch would be two, In2hockey (7 aside pitches) being used which would generate a maximum of 58 users including spectators to the pitch.

With regards to this ‘worst case’ scenario the applicant makes the following points;

- a. When the existing natural turf pitch is in use for an 11 v 11 football pitch, this would generate a projected 20 vehicles (same as an 11 v 11 hockey pitch). Therefore, the 2 In2hockey scenario referred to above would provide an additional 9 vehicles to the current arrangement, albeit it is acknowledged that this comparison is only applicable for the times of the day that the existing natural grass pitch is used.
- b. It is accepted that the above comparison is not applicable for the times of the day that the existing natural turf pitch is not in use, and it is acknowledged that at such times the new synthetic pitch would generate additional trips - approximately 29 - when floodlights would be used above current usage. With this in mind the University have reviewed the points raised regarding car parking and note that the northern smaller car park would now be offered for increased car parking provision to that previously available on the site.
- c. It should be noted that the more common use for this structured layout is that the 2no. cross pitches are used for training purposes without the need for referees in the evenings Monday to Friday, or for recreational usage that commonly does not have referees, coaches or the full quota of substitutes. This would only serve to reduce the predicted car usage referred to in the above table.

Highways Services have indicated their satisfaction with the proposed parking arrangements and note that in terms of car parking, this is proposed to be increased by making the north car park open for public use (21 spaces and 2 disabled bays) and there are proposals to create an additional 8 spaces in the west corner which

Sustainable drainage - The application site is not within a designated flood zone. Neither Flood Risk Management nor United Utilities have objected to the proposal and appropriately worded conditions regarding drainage are proposed.

Wildlife and ecology – Concerns have been raised by local residents and groups regarding the possible impact the proposal could have on local wildlife, in particular bats. Whilst the applicant has not submitted an ecology report, the Council's specialist ecological advisers from the Greater Manchester Ecology Unit (GMEU) have provided comments stating that, whilst the adjacent park is known to be very good for bats, the application site itself does not support particularly good habitat for bats.

The proposed floodlights would not have a significant impact on the bat population of the area as the area is very built up with busy roads surrounding it. GMEU noted the area is therefore already subject to high lighting levels. The most common species of bat recorded in the area are *Pipistrelles*, known to be relatively tolerant of artificial light. Bats are most active during the summer months (May to September) and are largely inactive in winter, when the floodlights would most be needed. The design of the lighting is for cowled directional lights which would also reduce light spill.

Furthermore, GMEU state that it is unlikely that the field is good for other wildlife because it is so open, disturbed and species-poor.

Resident's comments – It is not within the remit of Planning to comment on the health benefits or dis-benefits of the use of AGP as some residents have commented that this could be a possible carcinogenic. The use of AGPs is not uncommon and is widely used to widen the range of sports that can be played on a pitch throughout the year. The applicants' agent has acknowledged the concerns that have been raised regarding synthetic pitches being carcinogenic. However, these concerns relate to 3G synthetic pitches only, more specifically the rubber crumb granules found within the turf. The new pitch proposed as part of this application is not 3G and does not include any loose rubber crumb material. The application proposals have been collated on behalf of the applicant by specialist pitch designers and it is therefore not considered that this is a matter that would warrant refusal of the application.

The Platt Lane Complex is an existing sports complex with an associated gym and sports pitches located adjacent to Platt Fields Park which is classified as a Destination Park. A Destination Park is defined as being in a predominant area of open space, offering a range of facilities and visitor attractions. As such large events such as fun fairs, festivals and large scale celebrations happen throughout the year at Platt Fields Park. Residents have raised concerns that they already suffer significant levels of disruption and disamenity due to events at the park, and from the Platt Lane Complex and believe that the area cannot accommodate any further development of this nature. In response to the concerns raised by residents whilst the applicant does not control the use of the adjacent park they are proposing to timetable events so as not to clash with events proposed at Platt Fields, and has offered to allow vehicles associated with events at Platt Fields to park on the Platt Lane Complex car parks.

Conclusion – It is considered that whilst the proposal would allow the site to be used more intensively this would not be significantly above and beyond the current usage levels of the site, in particular during the summer months with lighter evenings. Furthermore, this pitch forms part of the wider Platt Lane Complex which has existing floodlit pitches allowing year round daytime and evening match play of sports such as football. Therefore, it is considered that the proposal would not cause significant harm to the levels of residential amenity currently experienced by local residents, and the mitigation measures proposed through appropriately worded conditions such as to control the hours of floodlighting are considered to be sufficient.

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

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.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Proposed site plan SSL2486 03 rev 03, received by email 5th November 2018;
 Proposed AGP plan, SSL2486 04 rev 03, received by email 5th November 2018;
 Proposed AGP applications SSL2486 06 rev 01, received by email 5th November 2018;
 Proposed AGP elevations SSL2486 07 rev 01, received by email 5th November 2018.
 Noise Impact Assessment by Acoustic Consultants Ltd dated June 2019 ref: 6870/DO

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) 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.

4) The use of the sports pitch and floodlights hereby approved shall be restricted to the following hours:-

9.00am to 9pm Monday to Thursday,
 Fridays 9am to 8pm, and
 10.00am to 5.00pm Saturdays, Sundays and Bank Holidays

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

5) Prior to the commencement of the development hereby approved or any phase thereof a Construction Environmental Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

1. Details of wheel washing;
2. Dust suppression measures;
3. Compound locations where relevant;
4. Location, removal and recycling of waste;
5. Routing strategy and swept path analysis;
6. Parking construction vehicles and staff;
7. Community consultation strategy.

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

6) Before implementation of the hard and soft landscaping treatment scheme, finalised details of shrub/tree species, and a management and maintenance strategy, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

7) The parking as shown on the approved drawings shall be demarcated and made available for use prior to first use of the development hereby approved. The car parking spaces shall then be available at all times whilst the building is occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the sports complex and adjacent park.

Reason - To ensure that there is adequate car parking for the development proposed when the pitch is in use, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

8) Prior to the commencement of development full details of cycle parking facilities for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the pitch and be retained in situ thereafter.

Reason - To ensure the provision of suitable and adequate cycle parking provision pursuant to policy T1 of the Manchester Core Strategy.

9) Prior to the first use of the development a travel plan framework shall be submitted for approval 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 using the development;
- ii) a commitment to surveying the travel patterns of students/staff/community groups during the first three months of the first use of the pitch and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

10) Prior to the first use of the development hereby approved a management plan for the car parking areas within the site shall be submitted to and approved in writing by the City Council as local planning authority.

The plan shall include:

- Measures to marshal the use of the car parking areas;
- Measures to discourage inappropriate parking on the site and within the locality;
- Measures to be employed to discourage inappropriate drop off of students/users of the facility;
- Measures to allow the car parking areas to be shared by Platt Fields Park on event days.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

11) No drainage shall be installed as part of the development hereby approved until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

12) No development hereby permitted shall be used until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

13) Prior to the development being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non-college users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the grass playing field, and Core Strategy policy EN10.

14) Prior to first use of the sports pitch hereby approved, the noise mitigation measures including the covering of the pitch side boards and goal boards, together with the details of a management plan to limit noise and anti-social behaviour as detailed within the submitted Noise Impact Assessment by Acoustic Consultants Ltd dated June 2019 ref: 6870/DO, shall be implemented in full in order to secure a reduction in the level of noise emanating from the use of the pitch and be retained thereafter whilst the use is in operation

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and 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: 120607/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

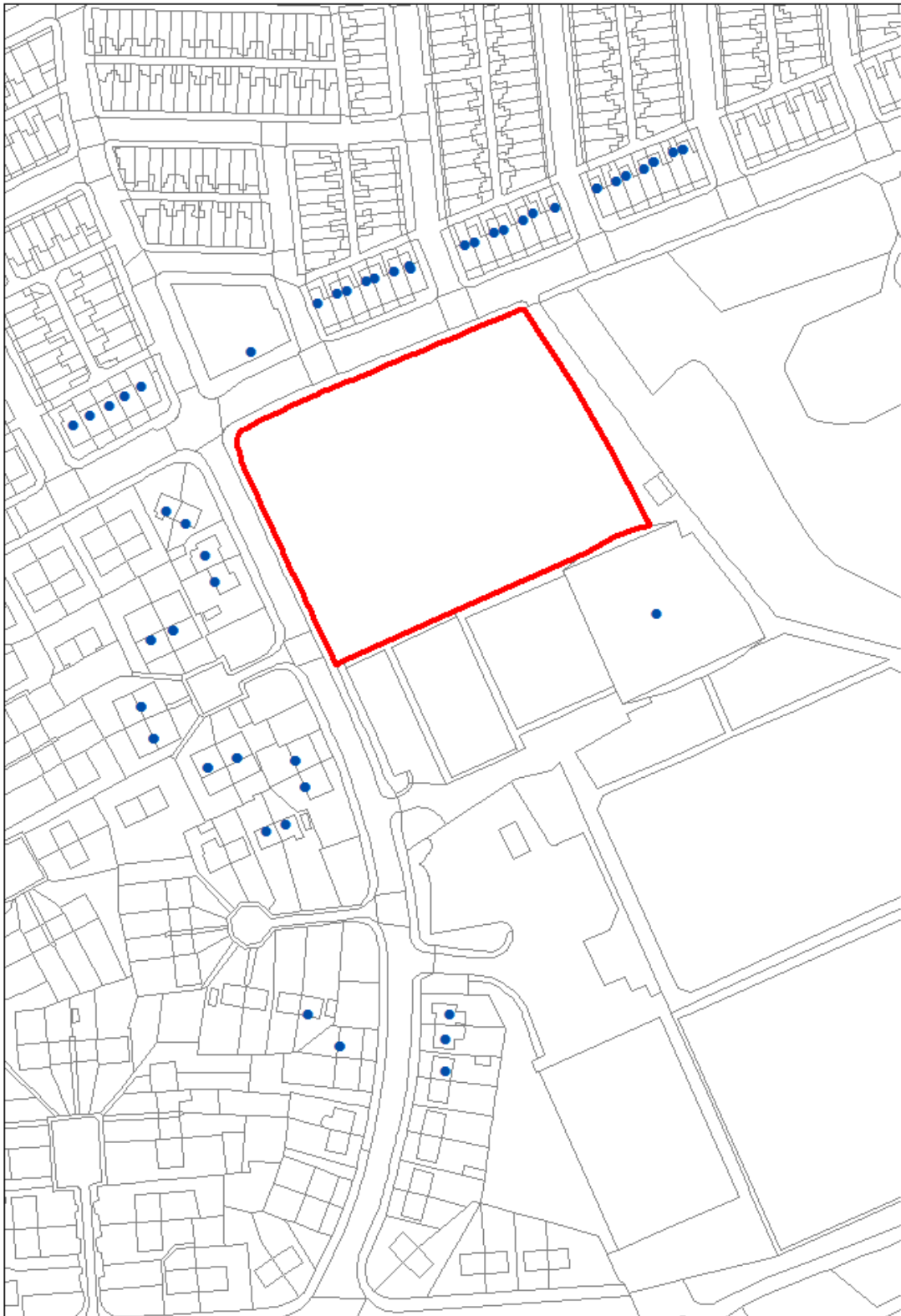
**MCC Flood Risk Management
Sport England
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Highway Services
Parks, Leisure & Events
Highway Services
Sport England
Environmental Health
MCC Flood Risk Management**

Parks, Leisure & Events
Parks, Leisure & Events
Highway Services
Environmental Health
MCC Flood Risk Management
Sport England

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

Representations were received from the following third parties:

Relevant Contact Officer :	Melanie Tann
Telephone number :	0161 234 4538
Email :	m.tann@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121979/FO/2018	28th Jan 2019	19th Sep 2019	Deansgate Ward

Proposal Change of use of part of ground floor from office (use class B1) to cafe (use class A3); works to rooftop comprising erection of a rooftop extension for use as a restaurant (use class A3) and refurbishment of roof space to house ventilation equipment and create roof terrace with intensive green roof; works to elevations comprising alterations to ground floor entrance on parsonage elevation, and installation of louvres to windows on River Irwell elevation.

Location Blackfriars House, Parsonage, Manchester, M3 2JA

Applicant Mr Adam Tillis, Bruntwood Limited, Trafford House, Chester Road, Manchester, M32 0RS,

Agent Mr Mathew Giles, MgMaStudio Ltd, Oriel Chambers Suite 37, 14 Water Street, Liverpool, L2 8TD

Description

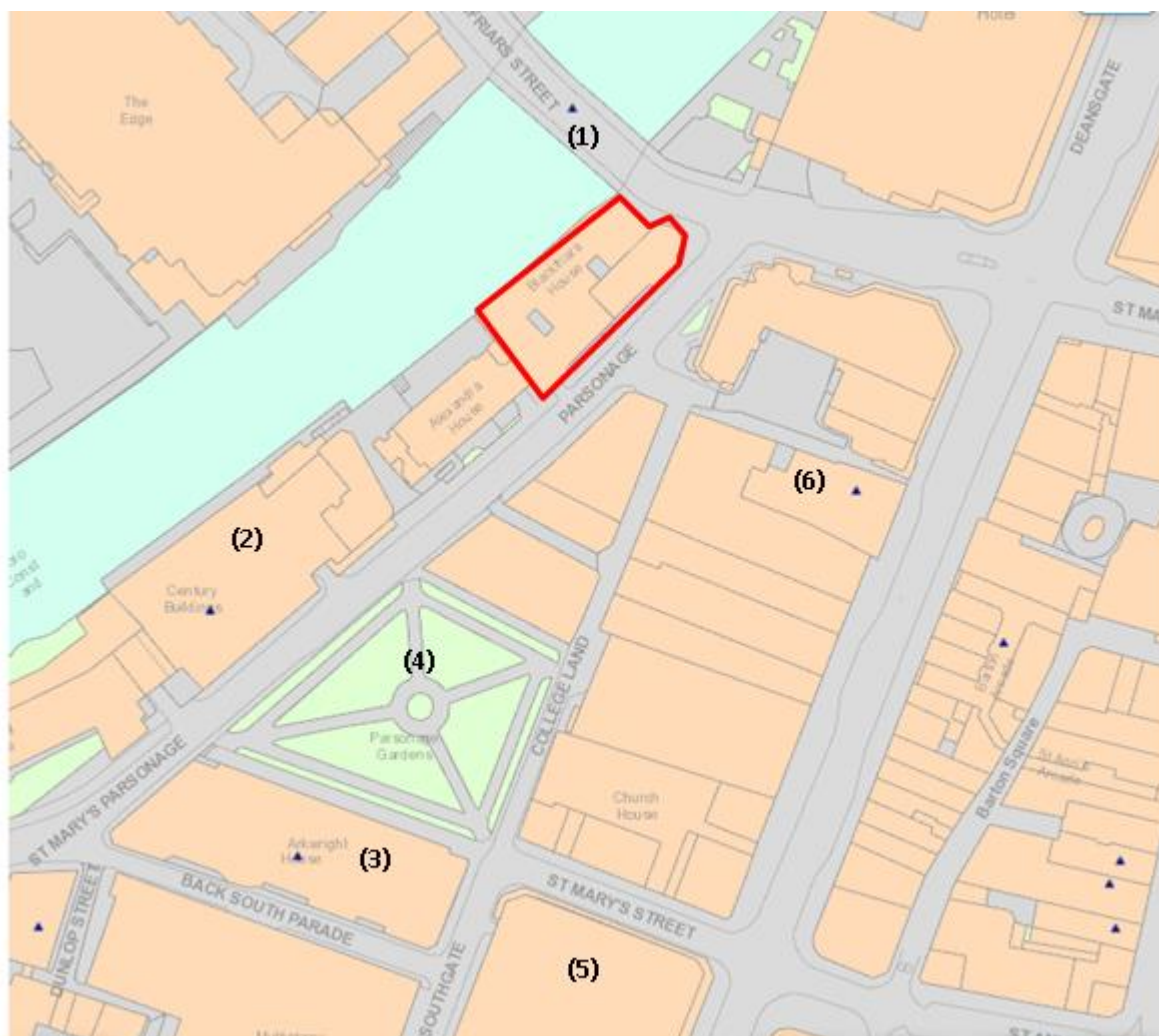


Site

This eight storey building is bounded by Parsonage, Blackfriars Street, the River Irwell and Alexandra House. It is in the Parsonage Gardens Conservation Area.

Blackfriars House is a substantial office building built in 1923 and its principal elevations are in Portland Stone. The building is not listed but is considered a non-designated heritage asset and makes a positive contribution to the conservation area. The building abuts the River Irwell, sitting on a retaining wall at sub-basement (waterline) level. Its flat roof houses various plant and service equipment, and a single storey structure in a poor condition.

The building is opposite the Grade II Listed Blackfriars Bridge **(1)**. Further along Parsonage lies the Grade II listed Century Buildings **(2)**, the Grade II listed Arkwright House **(3)**, also designed by Fairhurst, and Parsonage Gardens **(4)**. The Grade II listed 98-116 Deansgate **(5)** and Haywards Building **(6)** are also located nearby on Deansgate.



Surrounding uses include shops, offices, bars, restaurants, open space, and apartments.

Proposals

Alterations include the demolition of existing rooftop buildings to allow for a rooftop extension constructed from bronze coloured aluminium and curtain wall glazing, an associated roof terrace and a green roof. Alterations would be made to the service entrance at ground floor level on Parsonage, to provide access to the roof level. The rooftop extension would be for a restaurant (Use Class A3). There is also a proposed change of use of part of the ground floor from office space to a café (Use Class A3). Proposals would also include for the installation of louvres to the River Irwell elevation.

The proposals comprise the following external works:

- Installation of glazed façade behind historic gates to Parsonage elevation to provide step free access to the rooftop restaurant
- Screening of existing rooftop plant
- Demolition of existing rooftop service building
- Installation of rooftop extension to house proposed restaurant
- Creation of roof terrace and installation of green roof
- Installation of small louvred grills to far right River Irwell elevation windows

Waste and deliveries servicing would remain as existing, with access provided from the side elevation on Parsonage to an internal waste store. As part of the wider redevelopment of the building, cycle storage would be provided within the basement, alongside dedicated shower, changing and storage facilities. It is anticipated that this space would accommodate c.104 cycles.

Publicity – The application was advertised in the local press as affecting a conservation area and being in the public interest. A notice was displayed on site and letters were sent to surrounding occupiers. 42 objections and 1 representation have been received.

The 42 objections are summarised as follows:

Design issues

- Damage to heritage through installation of balcony
- Impact on landscape notably views down River Irwell from Blackfriars bridge as a result of proposed balcony
- Impact on architectural features to rear of Blackfriars house through introduction of balcony
- The proposal would impact on the character of the conservation area, the proposed works would not be in keeping with the age, type and size of adjacent properties.

Residential Amenity

- Impact on the environment through littering into River Irwell

- Impact on privacy of residents of buildings the other side of the River Irwell.
- The area is predominantly residential and the proposed development would overlook apartments. The development would also create a noise and odour nuisance.
- The impact of the proposal on adjacent residential at Century Buildings has not been considered.
- There would be significant noise transfer from the proposed roof terrace closes to Century buildings.
- Noise from ventilation units on the roof, and from the louvres proposed to the River Irwell elevation would cause a nuisance to nearby residents.
- Noise nuisance caused by open windows overlooking the terrace.
- There would be increased littering in the area due to the introduction of the news uses.
- The proposed roof terrace would impact on privacy of residents of the Century buildings, allowing overlooking into residents' habitable rooms.
- The proposed evening use would create nocturnal noise disturbance causing sleeping issues for local residents.
- Concerns if patrons of the restaurant were leaving the venue at later than midnight as the venue would not be able to control noise created by their customers.
- Would like to see more detail around how the venue would approach noisy close-down procedures in order to minimise sleep disturbance to residents i.e. tipping glass bottles into recycling.
- The proposed use would increase noise in the area through the playing of live music, DJs, amplified music, and people drinking.
- There would be increased anti-social behaviour as a result of the proposed use.
- Fumes from cooking in the restaurant use will result in smells polluting the vicinity.

Principle of the use

- The roof terrace closest to Century Buildings should not be open to Restaurant patrons as a terrace.
- The area doesn't need another late night bar.
- There is no need for the proposed use in this area
- The proposal would further the creep of the city centre restaurant and bar area into more residential areas.

Traffic

- Increased traffic would be caused by deliveries to the restaurant, and taxi drop off. This would create additional noise nuisance in the area, increasing congestion and pollution in the area, and could create a safety issue.
- In theory delivery strategy is fine, providing drivers aren't parked up with their engines running as this could cause significant disturbance to local residents. Also, provided that they are gaining access to Parsonage Lane via Blackfriars and not by driving along St Mary's Parsonage as increased night time traffic along St Mary's Parsonage would also cause significant disturbance.
- There would be increased pollution to the nearby Parsonage Gardens.

- The transport statement is inaccurate with regards the width of Parsonage and the number and type of parking spaces on Parsonage.

Other

- There are inconsistent references to licensing times in the planning documents.
- The submitted Noise study is inaccurate, a 'city centre pub' is not an appropriate comparison as the surrounding area around the proposed site is residential in nature. Also, the hours of opening in the study are contradictory.
- The proposed rooftop extension and restaurant use will impact badly on the value of nearby residential properties.
- There was no pre-consultation carried out with residents of Century Buildings.
- The proposed development would impact on the tranquillity of Parsonage Gardens.

Councillor William Jeavons objects to the creation of a roof-top restaurant and its ground floor entrance at the southern corner of Blackfriars House.

He understands the need to keep the office accommodation commercially competitive, this application aims to maximise lettable space and financial returns. It would create 500 sqm. and generate income to the detriment of the local area and local residents. 200 residents including families with teenage, primary school and pre-school children live in Century Buildings are active in the local community and support both the immediate environment and charities and work in local businesses.

The new restaurant entrance would be less than 35m from the nearest Century Building Apartment. Alexander House which separates the buildings is stepped back at both front and rear and is shorter than adjacent buildings. This means that there is no physical or visual barrier at the front, back and levels 8 and above.

Numerous references are made in the supporting documents to the commercial buildings, business users in the area and residents across the river. But there is no reference to the residents in Century Buildings. Adjustment was made to the orientation of the proposed roof-top restaurant to respond to residential at The Edge in Salford which is further away than the nearest residents in Manchester. There was no pre-consultation with residents at Century regarding this change.

The Heritage Design & Access Statement states that Parsonage Gardens is mainly comprised of large commercial buildings whereas at least 25% of the buildings around Parsonage Gardens are residential. It states that the proposal would benefit the wider business community and support the predominantly commercial users and refers to the closest residential properties as across the river. No reference is made to Century which is closer.

It also states that the roof terrace is in excess of 40m from the closest residential properties across the River Irwell. Notwithstanding this significant distance, the open roof terrace areas have been designed on the opposite side of the roof, so as to minimise any possibility of disturbance to residents. No consideration has been made to the residential properties at Century. No regard has been taken of the impact of the proposed development on local residents at Century, especially from

the proposed smaller restaurant terrace at the left of the elevation, as referred to in the application.

Specifics of objection:

1. Loss of Privacy and overlooking

Customers of the rooftop terraces and bar would be able to look directly into flats including Century, with a loss of privacy for residents. Alexandra House provides very little physical or visual barrier and customers would be able to look directly into flats with floor to ceiling glass (a mixture of bedrooms and living rooms) and with balconies.

2. Noise and Disturbance

The rooftop bar and outside terraces will generate noise and disturbance from music, people chatting and on their phones; all exacerbated after a few drinks. The Noise Impact Assessment does not consider the impact on Century House which is closest affected. There would be disturbance at street level especially at night from comings and goings. An operator has not been identified therefore references in the application to noise and volume from customers and/or from music are academic. The nature of the operator would determine the clientele which impacts on noise and nuisance to local residents.

There would be an increase in noise from the emptying of bins and glass into skips and waste collection which is already an issue in the area to the extent that MCC has monitored anti-social noise and behaviour from existing operators.

3. Ventilation /Plant/Services

The roof top ventilation, plant and extraction system will produce smells and noise causing nuisance and pollution. The designs show extraction points at the south and west corners nearest to resident's balconies.

4. Traffic Management and Pollution

St Mary's Parsonage is already used as a "rat-run" to avoid Deansgate congestion especially at night and rush hour with complaints of speeding, tight pavements and parking constraints with people forced into the highway to walk. The proposal would increase congestion, noise and pollution. The Road is narrow with many tall buildings. Additional traffic will increase pollution in the area, including Parsonage Gardens, one of the few open public gardens in the City Centre.

Impact assessments, pre-consultation has been inconsistent and ignored the nearest residential building, the opening hours from 6 am to 3 am would increase antisocial behaviour, noise, pollution, traffic congestion and a loss of privacy for local residents.

Consultees

Head of Regulatory and Enforcement Services (Environmental Health) - no objections and have recommended conditions to: limit servicing hours; limit the opening hours for terraced area and for restaurant; agree a scheme for the acoustic insulation of the commercial uses and the associated plant and equipment; implementation of the waste management strategy; agree a scheme for fume extraction.

City Centre Regeneration - No comments received.

Highway Services – no objection and recommended a condition to regulate servicing.

Greater Manchester Ecology Unit – no objection, recommended a condition to assess the site for bat populations

Canal and Rivers Trust – no objection

Greater Manchester Police (Design for Security) – recommended implementation of security recommendations in submitted Design and Access Statement

Environment Agency – no response received

Flood Risk Management – no objection to the application, no conditions recommended

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 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:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 (Ensuring the Vitality of Town Centres) - The overall proposal would maximise the use of the building and increase the City Centre Food and Drink offer.

Section 8 (Promoting healthy and safe communities) – The restaurant and café would provide new uses in the area and would be safe and accessible. They would be fully integrated into the wider area and would relate well to and complement the nearby uses within the Deansgate and Parsonage Gardens area.

Section 9 (Promoting Sustainable Transport) – This site is close to railway stations, Metrolink and Metroshuttle Services and bus routes. The works would provide 104 cycle racks in the building. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) - The proposal would maximise the use of the building and use it effectively.

Section 15 (Conserving and enhancing the natural environment) - With appropriate mitigation measures, the proposal would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is within the Parsonage Gardens Conservation Area and would affect the setting of the Grade II Listed Blackfriars Bridge. The impact on the setting of the Grade II Listed Blackfriars Bridge, the Parsonage Gardens Conservation Area would be acceptable and this is discussed in more detail below.

Local Policy

Core Strategy

The Core Strategy Development Plan Document 2012-2027 was adopted in July 2012 and is the key document in the Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. (Spatial Principles) – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change. The proposal would create level access into and throughout the building.

SO2. (Economy) – The scheme would provide construction jobs along with permanent employment in a highly accessible location. The restaurant and café would support the City's employment function as part of a mixed use environment.

S05. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. The proposal would increase the level of cycle infrastructure within the building and improve sustainable transport.

S06. (Environment) – The development would use the building effectively. It would improve recreational opportunities; and ensure that the City is attractive to residents, workers, investors and visitors. A green roof would be provided.

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development in the Regional Centre. It would be close to sustainable transport, maximise the City's public transport infrastructure.

Policy EC1 (Land for Employment and Economic Development) - The proposal would develop a City Centre site and provide uses that generate employment. The site is close to transport infrastructure and the use would promote walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses in the area. The development also leads to the more intensive use of employment land.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The restaurant and cafe would improve facilities for visitors and contribute to the quality and variety of the City's food and drink offer. The proposals would improve the appearance of, and access to current facilities at the building.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC7 (Mixed Use Development) - The use would provide for a mixed use development that would use land efficiently. The ground floor café use and side entrance would incorporate active frontages, create activity and increase footfall. It would provide services for visitors and residents and would complement the retail core area that the site sits in.

Policy CC9 (Design and Heritage) – The design would be appropriate to its context. The scale, height, massing, alignment, material and use are acceptable and would not harm the setting of surrounding listed buildings nor the Parsonage Gardens Conservation area.

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 lifts. The alterations would provide direct and level access from street levels to all floors of the building, including the roof level, an improvement on the current access provision at the building. The site is in a highly accessible, sustainable location.

Policy C10 (Leisure and the evening economy) – The impact of the proposal would be acceptable subject to the imposition of conditions.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its city centre location and the provision of cycle parking spaces. The proposals would facilitate modes of transport such as cycling and public transport, that reduce carbon emissions.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes. The proposal has regard to the need for cycle parking, disabled parking is already provided within the vicinity. The proposal has included a proportionate Traffic Impact Assessment.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area. The design responds positively at street level with the provision of active street frontages.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural qualities of the site given the cluttered nature of the rooftop. The development would have a positive impact on the character and appearance of the site. The non-designated heritage asset would be retained, refurbished and extended improving its appearance and securing the future of the building.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The proposal would reduce the need for energy use at the building through more energy efficient HVAC equipment.

Policy EN8 (Adaptation to Climate Change) - This proposed development is in a highly sustainable location. The site is in flood risk zone 1 and generally has a low risk of flooding. The proposal would involve the installation of a green roof which can reduce the urban heat island effect and have benefits in offsetting carbon emissions.

Policy EN9 (Green Infrastructure) – The proposal includes for the provision of a landscaped rooftop terrace including a green roof with shrubs and herbaceous plants.

EN15 (Biodiversity and Geological Conservation) – The green roof would improve biodiversity on site. A condition would require an assessment and protection of any bat habitats.

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

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. The provision and implementation of a Construction Management Plan will be attached to any approval and include requirement to consider the adjacent River Irwell.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy and an appropriate Waste Management Strategy has been submitted.

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

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

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) – The proposal would provide a café at ground floor and a restaurant at roof level which is considered appropriate in this location. The effect on the amenity of neighbouring residents has been considered and appropriate conditions have been attached to control this. The availability of safe and convenient arrangements for car parking and servicing have been considered and deemed acceptable by Highways Services and will be subject to appropriate conditions. The proposal increases access into and throughout the building, and both the restaurant and café use would benefit from direct and level access. A waste management strategy has been provided which is acceptable and ensures the storage of waste in a segregated internal store.

Policy DC 10.4 (Food and Drink Use) – Conditions would be imposed in order to protect the amenity of nearby residents including limitations on the hours of opening, the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

Policy DC14.1 (Shop Fronts and Related Signs) - Appropriate locations for signage have been included on the elevations and would be subject to an application for advertisement consent where required.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances and exits, the alteration works to the side entrance would ensure step free access to the 8th floor and roof, which was not previously provided.

DC18.1 (Conservation Areas) –The visual impact of the proposal is considered below.

DC19.1 (Listed Buildings) –The impact on nearby listed buildings is considered below in the report.

DC26.1 and DC26.4 (Development and Noise) – Acoustic assessments have been submitted and appropriate conditions would be imposed to reduce the impact of noise on people living and working in, or visiting, the City. This would be achieved through the consideration of engineering, layout and management solutions.

Conservation Area Declaration

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. The Gardens are 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.

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

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

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

The Principle of the use.

Restaurant and café uses are clearly acceptable as part of a mixed use City Centre environment and economy. The growth of this type of activity has been a key part of the growth of the City Centres attractiveness as a leisure destination over the past 25 years. However, as the residential population of the City Centre has grown over the same period, tensions have emerged particularly in relation to the night time economy. This requires careful consideration when one is located close to the other but this does not mean that the relationship is unacceptable as in many ways it is inevitable and desirable.

The proposal would enable Blackfriars House to remain competitive within the modern office market, ensuring continued use and occupation of the building. The uses are compatible with the building and would ensure that this non-designated heritage asset is used effectively and efficiently. The rooftop terrace would deliver a unique feature and its optimum use. However, there are people living nearby and the impact of the use on them needs to be carefully considered. This is particularly the case with the rooftop restaurant as it has an external terrace.

The use could potentially cause noise and disturbance to local residents, but, subject to these being managed appropriately through conditions, the principle of the use is acceptable.

The development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and

planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1

Impact on residential amenity

Overlooking - The City Centre generally contains high density development where buildings are taller and located closer to one another and as such amenity issues have to be dealt with in an appropriate way. The nearest residential properties to the building are The Edge (Salford) which is approximately 40ms away, and the Century Buildings which is approximately 45m away. The addition of a single storey roof top extension would not cause any issues in terms of loss of light or overshadowing.

It may well be that there is a line of sight from the terrace to homes at Century Buildings and The Edge. However, the nearest apartments are 40 and 45 m away which is significant in a City Centre context and the impact of this would not be such that permission should be withheld. There would not be any windows on the elevation facing Century buildings, and there are only 2no. windows, set back from the edge, on the elevation facing The Edge.

Original proposals included for a small terrace on the roof space adjacent to Century Buildings, however the applicant has agreed to remove this from the proposals to reduce the opportunity for overlooking of neighbouring residents of the Century buildings. The terrace on the other side of the building, overlooking Blackfriars street, would remain. The rooftop extension has been set back from the River Irwell elevation to reduce the opportunity for overlooking into properties in the Edge Building.

Noise and odour - An acoustic report outlines how the premises would be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the Restaurant would be controlled through a condition. The proposed uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic conditions mentioned. The application originally proposed a bar (A4 use) but this was subsequently changed to a restaurant (A3 use) to reduce potential for noise.

Therefore, subject to compliance with conditions in relation to servicing, hours of operation for the commercial uses and the roof terraces, the acoustic insulation of the rooftop extension and associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

The operating hours for external terrace overlooking Blackfriars Street have been revised to be open no later than 23:00hrs and the restaurant at 00.00. Original proposals included for a small terrace on the roof space adjacent to Century Buildings, however the applicant has agreed to remove this from the proposals to reduce the opportunity for disamenity to neighbouring residents of the Century buildings. An Acoustic Report demonstrates that the mitigation measures proposed would be sufficient to ensure the proposal is within acceptable limits agreed with the

Environmental Health Officers and a condition would require a post completion verification report.

A condition would require the submission and implementation of a strategy for dealing with fumes from kitchen cooking prior-to occupation of the café or restaurant.

Vehicle Movements - Highway Services have confirmed that the proposal would not have a significant impact on vehicle movements. A Transport Impact Assessment states that the trip generation largely be pedestrian and by public transport. The site is close to all forms of sustainable transport. Conditions are proposed to require the submission and agreement of a construction management plan, and compliance with servicing restrictions.

In view of the above the proposal is considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Anti-social behaviour - The proposed uses would bring additional vitality to the area. The development would overlook two frontages and would enliven the street scene and help to provide natural surveillance. The opening hours would be restricted by a condition and the provision and implementation of a management strategy for external areas would be required by condition.

In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Impact on Heritage

The effect of the proposal on key views, listed buildings, conservation areas, and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

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

Paragraph 194 states that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 197 states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

A Heritage Statement and Design and Access Statement have been submitted along with a street level impact study.

The site is within the Parsonage Gardens Conservation Area. The Grade II listed Blackfriars Bridge is the nearest listed structure to the site. Other listed buildings within the immediate surroundings are the Grade II listed Century Buildings, the Grade II listed Arkwright House, also designed by Fairhurst, and Parsonage Gardens.

The key views are considered below:



View 1 Looking South-West at junction of Blackfriars St and Parsonage where the rooftop extension is visible. Blackfriars House dominates the view, and the cornice that runs around the building between 7th and 8th floor is a prominent feature. The South-East elevation of the extension would be visible, however it would mainly be glass, with linear frames in line with existing piers on the building. The expressed frame would reduce the mass of the structure at the roofline, minimising any views over the existing parapet. The proposals would be visible but its modest height and form does not change the ability to understand the setting of adjacent the heritage assets.



View 2 South-westerly direction from Victoria Bridge and viewed in the context of other large buildings along both banks of the River Irwell. These buildings form the setting of the Grade II listed Blackfriars Bridge. The distinct three arches of Blackfriars Bridge can be seen. The rooftop extension would be partially visible but

the parapet, and the set back from this parapet, means only a small section would be visible. The dominant form of Blackfriars House means that the extension would be read as a minimal, subservient intervention.



View 3 Looking south from Salford approach along Blackfriars Street with Blackfriars House in the middle view. The rooftop extension would be visible but so too are the existing rooftop structures. The proposal would deliver a more uniform and less cluttered rooftop. The extension would be set back and the parapet would allow the distinct rear elevation of Blackfriars House to remain dominant. The extension would form an addition to the setting of the Grade II listed 10-12 and 14-16 Blackfriars Street, and the Grade II listed Crown Tavern, all in Salford. The extension would be appear as subservient to the original building, and would not project above the rooflines of the aforementioned listed buildings.



View 4 Looking North from Arkwright House across Parsonage Gardens which shows the proposal projecting slightly above the existing building. However, it would remain subservient to other features on Blackfriars House roofscape. The principle elevation of the proposal would be lightweight glass and whilst it would be visible, it would be subservient to the existing building.

The Street Level Visual Impact Study demonstrates that the overriding cumulative impact when considered alongside the existing townscape, including the identified listed buildings and the Parsonage Gardens Conservation Area would be minimal. It would generally add a positive element to the setting and would generally be complementary to the character of the conservation area.

The impact on the significance of Parsonage Gardens has been assessed. The Gardens are not listed, however, they are a significant feature within the Conservation Area. The proposed extension would impact on the setting of the Gardens. However, the extension would only be partially visible, and the impact is

considered to cause less than substantial harm, which would be outweighed by the public benefits identified elsewhere in this report.

The subject building is considered to be a non-designated heritage asset as it has a good quality, confident design and is considered to be a typical example of inter-war distilled classicism. It was designed by Harry S Fairhurst who also designed the nearby Gd II listed Arkwright House. The building has also not been significantly altered from its original appearance and makes a positive contribution to the surrounding and adjoining conservation areas and the setting of the surrounding listed buildings.

The proposed works are considered to be beneficial to the character of the existing non-designated heritage asset. The extension has been designed in a sympathetic and contemporary way that has taken inspiration from the original building. The works to the rooftop would rationalise the existing cluttered situation caused by ad-hoc past additions. The installation of louvres to the River Irwell elevation has been reduced in number and design to minimise the impact on the building, whilst also allowing the building to retain occupancy through the provision of appropriate climate controls.

The public benefits of the scheme include:

- Step-free levels access provided to 7th and 8th floor and roof level where it wasn't previously provided.
- The tidying and rationalisation of a cluttered roofscape
- The restaurant and café would complement and support City Centre businesses.
- The creation of jobs
- Provision of a green roof
- Providing a high quality development.

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design

The extension would integrate well with the fabric and design of the building. The bronze coloured aluminium frames would respond to the rhythm of existing window piers. The extension would replace an existing single storey rooftop building. The addition would be significantly lower than the highest existing point on the rooftop. Due to the design of sloped glazing on the Parsonage elevation, the extension would be seen as subservient to the building. The extension would not be out of scale in

the context of the dense urban environment and the scale of buildings within the Parsonage Gardens Conservation Area.

The new entrance to Parsonage and the louvres to River Irwell have been amended so as to be subservient to the existing building. The less than substantial harm caused by the alterations to Parsonage and River Irwell elevations, is considered to be outweighed by public benefit of increased access to the building, and ensuring the continued use of the historic building.

Given the above, it is considered that the proposal would be of a high quality that would be appropriate to its surroundings and is considered to improve the appearance of the non-designated heritage asset.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Crime and Disorder

The proposal would bring a currently blank area of the Parsonage entrance back into use and provide additional activity and surveillance to the main building and the street. CCTV cameras would be linked to the centralised landlord security surveillance system, which operates at all times.

The main entrance doors would be compliant and certified with BS PAS 24 or LPS 1175 SR2, including a multi-point electronic lock permitted as part of the certification. Any curtain wall glazing and internal glazed screen would be compliant and certified with BS PAS 24 or BS 7590. Final details shall be confirmed via condition.

In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Waste and Recycling

Refuse from individual units would be taken down to the communal internal refuse store. An on-site building manager would take communal refuse containers for collection at the appropriate times, returning them to the store once collected. This strategy would ensure that no refuse bins are permanently stored on the highway. The proposed refuse strategy follows the same storage, presentation, and collection arrangements as the existing building.

Refuse would be collected 7 times per week. A condition would restrict the hours of delivery, servicing and collections. It should be noted that glass waste would be collected between 09:30-11:00 to protect the amenity of nearby residents.

Given the above, the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

Step-free access would continue to be provided for the ground floor café use. The proposal would provide level access from the street through the side entrance into the building and a lift would provide access to the seventh and eighth (roof level) floors. The proposals would improve current access provision at Blackfriars House allowing full access to all floors of the building and the roof.

The proposal would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Relationship to Transport Infrastructure

This site is close to Victoria and Salford Central railway stations, Exchange Square Metrolink Station, Metroshuttle Services and bus routes on Blackfriars Street and Deansgate. The works include for the provision of 104 cycle racks. There are public car parks nearby.

A construction management plan and a servicing strategy would be required by condition.

The proposal would not, subject to compliance with conditions, have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum and a condition would require the submission of a construction management plan. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Green Infrastructure and Biodiversity

The proposals include for the installation of an intensive Green Roof to the roof terrace. The planted areas would consist of low-lying shrubs and herbaceous plants. A condition would be attached requiring an assessment of the presence of bats on the roof

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Climate Change Mitigation

The scheme would have environmental sustainability benefits through the re-use and upgrading of space within an existing building. It would upgrade the ventilation system which would reduce energy consumption across the building.

Blackfriars House currently has no cycle storage and 104 cycles spaces together with a shower area, changing area and storage lockers are proposed. This would allow users and staff to cycle, reduce their carbon footprint and improve air quality. The site would be highly accessible by modes of public transport which are low impact in terms of CO2 emissions. The proposed green roof would contribute towards biodiversity and introduce 'Green Infrastructure' to allow for the adaption to climate change. This would be secured by conditions.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale

Conclusion

The proposed uses are acceptable in principle and would support the leisure offer in the City Centre. The impact on the settings of surrounding listed buildings, including the Grade II listed Blackfriars Bridge would be acceptable. It would enhance a non-designed heritage asset within a conservation area. 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 the less than substantial harm would be outweighed by the benefits of the development.

The impact on nearby residents has been carefully considered. The closest properties at The Edge are 40m away whilst the closest residents at Century buildings are 45 m away. The extension would have a solid wall facing residents at Century Building and the residents are separated from this site by Alexander House. Any potential adverse impacts from noise outbreak and hours of opening can be addressed via conditions.

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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the 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

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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 basement floor plan 274_103 PL
Demolition Enlarged Basement Floor Plan 274_303
Received 28th November 2019

Location Plan 274_001 Rev B
Received 28th January 2019

Proposed Enlarged Ground Floor Plan 274_104 PL5
Ground Floor Side Entrance: Existing and Proposed Drawings 274_210 PL3
Proposed Ground Floor A3 Demise Area 274_701 B
Agent's Response to Comments Document
Received 25th July 2019

Heritage Design and Access Statement 274_805
Eighth Floor Proposed Railing Types and Location 274_8.504 A
dBx Noise Impact Assessment 18087-R01B
Agent's Response to Comments Document
Received 23rd August 2019

Revised Planning Statement 116_06
Blackfriars Roof Garden Planting Document
Received 29th August 2019

Detail: Typical Proposed Window Type 274_208 PL4
Demolition Enlarged Ground Floor Plan 274_304 A
Demolition Enlarged Eight Floor Plan 274_312 A
Demolition Enlarged Roof Plan 274_313 A
Eighth Floor Proposed Sections II 274_8.105 PL4
Reconfigured External Staircase From +7F: Existing and Proposed Section and Plan View 274_8.220 PL5
Received 3rd September 2019

Waste Proforma
Received via email 4th September 2019

274_704 Access Compliance Drawing
Received via email 5th September 2019

Email from Matthew Giles confirming the omission of Terrace B (adjacent to Century Buildings) from the proposals
Received via email 10th September 2019

Proposed: Enlarged Eighth Floor Plan 274_112 PL8
Proposed: Enlarged Roof Plan 274_113 PL7
Proposed Parsonage Elevation A 274_114 PL8
Proposed Elevations B&D 274_115 PL9
Proposed River Irwell Elevation C 274_116 PL8
Eighth Floor: Existing and Proposed Sections 274_211 PL6
Proposed Eighth Floor A3 Demise Area 274_702 B
Schematic Proposed Floor Plans and Section illustrating Risers, Locations of Equipment and Duct Work Routes 274_703 PL
Heritage Design and Access Statement 274_805
Eighth Floor Proposed Sections II 274_8.105 PL6
Eighth Floor Proposed Railing Types and Location 274_8.504 C
Technical note prepared by Vectos
Revised Planning Statement 116_06
Received via email 11th September 2019

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:
A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full

sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management. Along with the programme, a document shall be provided detailing the sustainable methods of construction and operation proposed for the development which could include the following:

- The use high efficiency lighting and automatic controls where appropriate.
- Use of sustainably sourced materials
- The new fabric of the building would be highly insulated.
- The use of low flush cisterns.
- New heat generating equipment selected to allow operation at high efficiencies.
- The use of heat recovery systems.

The document will be submitted to and approved in writing by the city council before part b of this condition can be discharged.

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

4) Prior to the commencement of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- *Method Statements and risk assessments for construction and demolition works;
- *A scheme for scaffolding and/or hoarding arrangements in order to ensure the safe operation of the highway
- *Display of an emergency contact number;
- *Details of Wheel Washing where relevant;
- *Dust and dirt suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works;
- *construction and demolition methods to be used; including the use of cranes
- *measures put in place to protect the river from accidental impacts from dust, debris and pollutants.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

5) No demolition of buildings shall take place until a bat assessment is provided for the structure to be removed, to investigate whether the buildings are inhabited by bats, and the assessment results passed to the local planning authority. . If the presence of bats is established, a scheme for the protection of the wildlife habitat shall be submitted to and agreed in writing by the City Council as local planning authority before work commences.

Reason - To ensure the protection of habitat of bats and barn owls which are protected species under the Wildlife and Countryside Act 1981.

6) The consent hereby approved shall only allow use of external areas within the application site in accordance with the submitted schedule of days and hours of operation submitted to the City Council as local planning authority detailed in dBx Noise Impact Study received 23rd August 2019. The hours are as follows:

Terrace A (Blackfriars Bridge):
07:00-23:00 (Monday - Saturday)
10:00-23:00 (Sundays and Bank holidays)

The external areas 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 DM1 of the Core Strategy and UDP Policy DC 26

7) Any externally mounted ancillary plant, equipment and servicing for the building 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.

In order to achieve this the scheme hereby approved shall be implemented in accordance with the recommendations in the submitted dBx Noise Impact Assessment received 23rd August 2019.

b) Upon completion of the development and before any of the external plant is first operational (excluding for testing purposes), 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. These 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.

8) a) Notwithstanding the provisions of Condition 7, prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the Rooftop Restaurant and Ground Floor Café (A3 uses) to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied.

b) Upon completion of the development and before any of the external plant is first operational (excluding for testing purposes), 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. These 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 secure a reduction in noise from equipment associated with the proposed uses in order to protect future occupiers and adjacent residents from noise nuisance, and ensure the proposed uses do not commence before the noise levels of the proposed plant has been assessed and approved pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

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.

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.

In order to achieve this the scheme hereby approved shall be implemented in accordance with the recommendations in the submitted dBx Noise Impact Assessment and the response from the applicant to EHO queries both received 23rd August 2019.

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 nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

10) Prior to the use commencing / practical completion and full/first occupation of the development the scheme for the storage and disposal of refuse shall be implemented in full as part of the development and shall remain in situ whilst the use or development is in operation in accordance with the submitted waste documents:

Technical note prepared by Vectos
Received 25th July 2019

Heritage Design and Access Statement 274_805
Received 23rd August 2019

Reason - In order to ensure that adequate provision is made within the development for the collection of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

11) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. Sunday/Bank Holiday deliveries etc 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.

12) Before development commences, 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 the Defra document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', particularly Annex B. The scheme shall be implemented in accordance with the approved details prior to first occupancy and shall remain operational thereafter.

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

13) The development hereby approved shall not operate outside the following hours:-

Rooftop Restaurant (Class A3):
Monday to Saturday 07:00 to 24:00
Sundays and Bank Holidays 10:00 to 23:00

Ground floor café (Class A3):
Monday to Saturday 07:00 to 23:00
Sundays and Bank Holidays 10:00 to 23:00

Terrace A (Blackfriars Bridge):
07:00-23:00 (Monday - Saturday)
10:00-23:00 (Sundays and Bank holidays)

The external areas shall not allow for the use of amplified sound or any music in these external areas at any time.

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 Manchester Core Strategy.

14) All servicing, deliveries and collections for the proposed development shall be carried out in accordance with the following documents:

Technical note prepared by Vectos
Received 25th July 2019

Email sent by Matthew Ashton to LPA re. Servicing details
Servicing Detail Figure 1
Servicing Detail Figure 2
Received 20th August 2019

Heritage Design and Access Statement 274_805
Received 23rd August 2019

b) All reversing manoeuvres into Parsonage Lane associated with any vehicle size larger than a standard transit van shall be undertaken using banksmen.

The above strategy shall be implemented in full as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policies T1 and DM1 of the Manchester Core Strategy.

15) Prior to the occupation of the hereby approved development the recommendations within the Crime Impact Statement in Section 4.12 of the submitted Heritage, Design and Access Statement (received by the LPA 23rd August 2019), shall be implemented in full and retained thereafter.

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

16) Prior to the first use and occupation of the proposed rooftop restaurant and proposed rooftop external areas, a detailed management strategy that includes information on how the proposed external areas would be managed in terms of potential noise and disturbance, additional movement and activity, security and litter dispersing of guests at closing time 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.

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

17) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable, but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

18) The glazed ground floor entrance, fronting onto Parsonage shall be retained as a clear glazed 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.

19) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

20) The development hereby approved shall include for full disabled access to be provided to all publically accessible communal areas of the building and identified accessible areas via the main and side entrances and to the floors above via lifts.

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

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: 121979/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

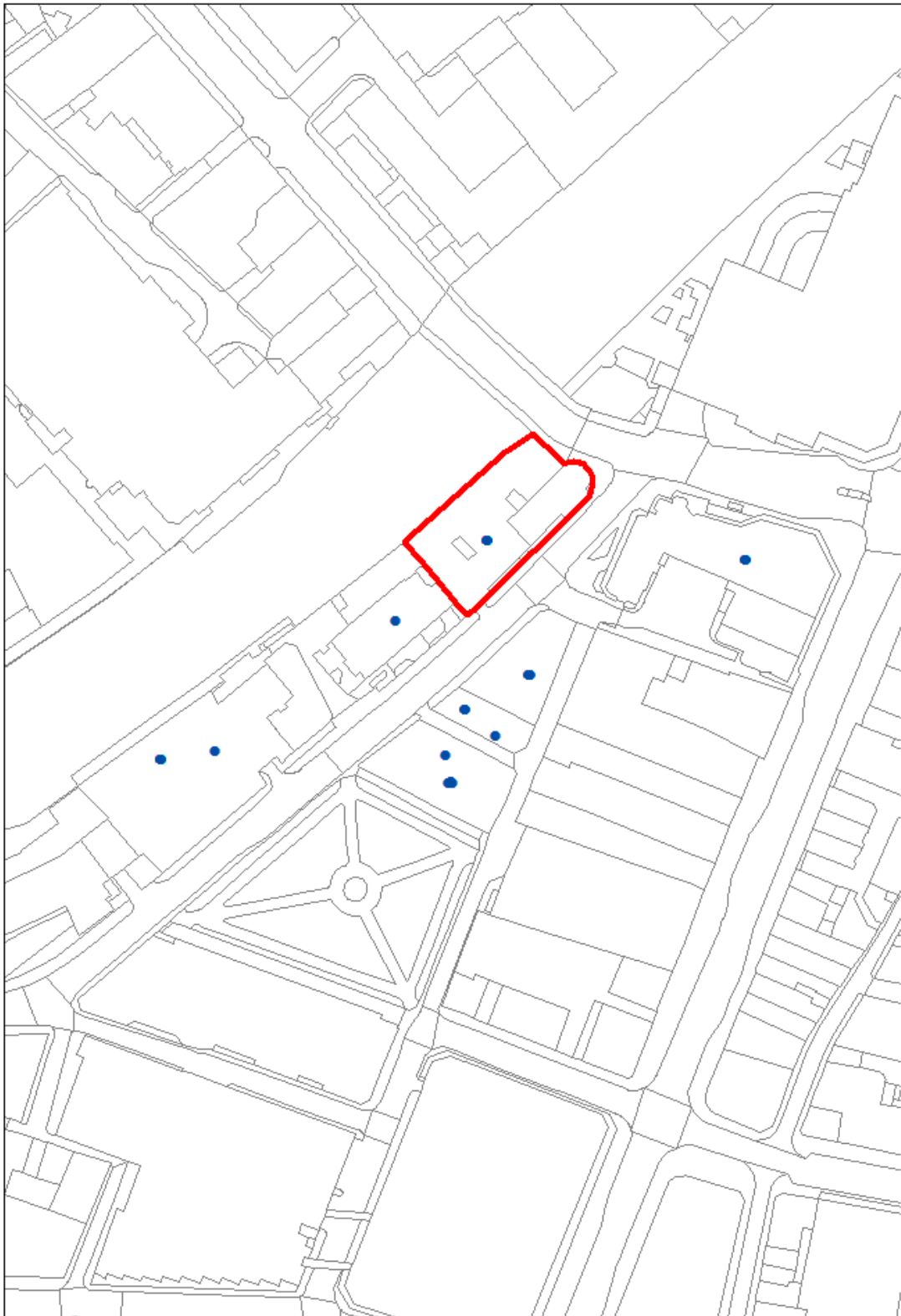
Highway Services
Environmental Health
Canal & River Trust
City Centre Regeneration
Greater Manchester Police
Greater Manchester Ecology Unit
City Centre Regeneration
Environmental Health
Highway Services
Environment Agency
Greater Manchester Ecology Unit
Greater Manchester Police
Canal & River Trust
MCC Flood Risk Management

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:

Environmental Health
 Greater Manchester Ecology Unit
 Canal & River Trust
 MCC Flood Risk Management
 GMP Design for Security
 Highways Services

Relevant Contact Officer :	Joe Hobbs
Telephone number :	0161 600 8772
Email :	j.hobbs@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
123522/FO/2019	14th Jun 2019	22nd Aug 2019	Deansgate Ward

Proposal Alterations to Pearl Assurance House associated with its conversion to a proposed hotel in conjunction with proposals which also include a 7 storey extension to the rear of the site and a 2 storey extension to the roof (to replace existing 6th floor) to create a hotel (Use Class C1) with 70 bedrooms, rooftop bar (Class A4), a rooftop plant enclosure and ancillary accommodation (basement and ground floor) together with access and servicing proposal, external alterations and associated works.

Location Pearl Assurance House, 25 Princess Street, Manchester, M2 4HH

Applicant Mr Robin Horton, Greenlane Properties (Stockport) Ltd, Grampian House, 144 Deansgate, Manchester, M3 3EE,

Agent Mr Drew Lowe, Stephenson Studio Ltd, 3 Riverside Mews, Commercial Street, Manchester, M15 4RQ

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 22nd August 2019 to enable a site visit to take place.

Description

This six storey building is bounded by Princess Street, Bow Lane, Clarence Street and the Grade II Listed 31 Princess Street. It is in the Albert Square Conservation Area.



It was constructed as an office with shops at the ground floor between 1952 and 1956 and designed by local architects Beaumont & Sons for the Pearl Assurance Company. It has Portland Stone cladding to the Princess Street, Clarence Street and part Bow Lane elevations. It is not listed but is a non-designated heritage asset and makes a positive contribution to the conservation area. There is a narrow strip of land to the rear on Bow Lane that has been used for car parking. Bow Lane is a narrow street that is used to service some properties.

The building is opposite the Grade I Listed Manchester Town Hall **(1)**, which is one of Manchester's most significant civic landmarks. Other listed buildings within the immediate area are 31 Princess Street **(3)**, 10 Kennedy Street **(4)** 6 to 8 Clarence Street and 1 Clarence Street known as the Northern Assurance Building **(2)** all Grade II Listed and the Grade II* Listed 14 Kennedy Street **(5)** known as the Old Law Library. Other listed buildings within the setting include 61 Cross Street and 1 Albert Square both Grade II Listed.

The building fronts Albert Square which contains the Grade I Listed Albert Memorial and the Grade II Listed Jubilee Fountain and Bright, Heywood, Gladstone and Fraser statues.



Surrounding uses include shops, offices, hotels, bars, restaurants, financial and professional services, cafe, library, art gallery and the Town Hall Complex.

The building would be extended and converted to a 70 bed hotel (Use Class C1) on the upper floors with a reception lobby, bistro, meeting room, storage, kitchen and plant area within the ground floor and basement. There would be a rooftop bar (Use Class A4) on the 7th floor. A 7 storey extension would be erected to part of the Bow

Lane elevation with a single storey extension along the rest of its length and a 2 storey roof top extension. The hotel has been designed for a specific operator, Malmaison trading as Hotel du Vin.



The proposals also include the following works to the existing building:

- Cleaning of the façade with a mild detergent wash.
- Refurbishment of the original single glazed windows, and the provision of slim line aluminium framed secondary glazing.
- Replacement of the non-original entrances to Princess Street and Clarence Street with full height windows.
- Retention of the original door to Princess Street.
- Removal of all non-original alarms, door mechanisms and other detritus.
- Creation of a new entrance on Clarence Street with canopy above between the existing and new extension.
- Partial demolish of the Bow Lane façade and infill with the new build extension.
- Removal of the externally mounted air handling units from the Bow Lane elevation.
- Removal of all existing signage and replacement with new hotel signage.
- Removal and replacement of the non-original windows at ground floor level.

The hotel entrance and a drop off/pick up zone would also be provided on Clarence Street. A service entrance is proposed on Bow Lane. Five secure cycle parking spaces would be provided within the basement. No car parking would be provided.

An internal waste store would be accessed from Bow Lane. Internal service risers would be provided with an integral plant area located on the 7th floor. A slim band of louvres is proposed at ground floor on Bow Lane.

Consultations

Publicity – The application was advertised in the local press as affecting the setting of a listed building and as affecting a conservation area. A notice was displayed on site and letters were sent to surrounding occupiers. 3 objections and 1 representation have been received.

The owners of the Old Law Library have been in discussions with the applicants who have agreed to modify the scheme in a manner that addresses their concerns and they have now withdrawn their objection to the Planning Application.

The 3 objections are summarised as follows:

The loss of four car parking spaces on Bow Lane is a concern;

It is very difficult to see how access to Bow Lane will be maintained, vehicular access is required 24 hours a day seven days a week to service the two garages, which are part of 16 and 20 Kennedy Street and the other three garages. Additionally, the car park entrance to the Princess Street office block that houses Tesco among others is accessed via Bow Lane.

This arrangement on Bow Lane is unacceptable, particularly with the narrowing of Bow Lane by bringing the building forward. There is a huge existing problem with the coffee shop, Tesco and Costa Coffee storing bins and containers on street and blocking access for vehicles. Refuse trucks also cannot access Bow Lane and the plan in the application is inadequate to cope with this proposal. The hotel should have internal storage for waste.

There should be a requirement that 24 hour access is maintained on Bow Lane. Bow Lane is too narrow and deliveries should be made on Clarence Street or Princess Street. Kennedy Street is constantly blocked by an articulated lorry servicing the hotel on Kennedy Street.

Hotel and Licensed premises are inappropriate for the location.

Deliveries and staff smoking will take place on Bow Lane creating noise as seen at the existing hotel on Kennedy Street.

The rear extension and rooftop plant is not specified and there is no acoustic report. Ventilation, waste smells from kitchens and bathrooms and drainage aren't adequately detailed and there is no consideration on how they will affect the occupiers of Bow Lane and no details of where they would discharge. There is no consideration within the application on the noise generated in the plant room. There would be loss of light to the offices on Kennedy Street due to the increase in height and the infill.

Clarence Street is too congested with taxi and guest pick-ups and drop offs to be used for the main entrance. Parking is restricted on Clarence Street and the proposals will make it harder to access properties in the area.

There is no construction and demolition plan in the application. It will be difficult to work in our office while the construction works are taking place. 16 Kennedy Street would be over sailed if a crane is needed.

The development would screen most of the clock tower of the Grade I listed Town Hall from King Street, Pall Mall and Clarence Street. The heritage statement acknowledges that there is a minor adverse impact on the setting of the Town Hall, but then contradict this later in the statement by saying that the impact of the proposals are considered to be largely neutral upon the setting of the identified heritage assets and no harm is caused.

The proposals would cause harm to the setting of the Town Hall, which is the most important building in Manchester. This must be addressed against Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraph 196 of the NPPF.

The proposals damage the high quality design intent of the existing building, which currently makes a positive contribution to the significance of the conservation area and is special in its own right. It damages the strong and consistent datum to Princess Street linking with Albert Square and aligning with the cornices of historic and listed buildings. The extended building would be much taller and breach the continuity of heights in this location.

This statement does not assess the impact on or the significance of the Grade II Listed Ship Canal House or the contribution made by its setting. This should have been considered as it was designed to be viewed from Albert Square and the proposed rooftop extension will partly conceal it.

The modern monolithic design rises significantly higher than the adjacent buildings. The Bow Lane and Clarence Street elevations are largely blank and are visible from the approach to the Town Hall from Clarence Street, Princess Street and John Dalton Street.

The building would appear as an incongruous and overbearing feature in the street scene. It is clear that it won't sit comfortably in his location containing the rich architectural forms of the City's best heritage assets.

One representation has also been received and is summarised as follows:

It is not an objection but identifies practical or operational concerns about the relationship between the proposed hotel and its neighbours. This is a densely developed part of the City Centre core, where existing streets have had to be reconfigured, where traffic and service management regimes are already in place and where all vehicle movements face the additional influence of city centre Metrolink lines.

Our building on Clarence Street provides 1,627sqm of office space. It accommodates nine companies and twelve car parking spaces, which are used regularly and are available to occupiers 24 hours a day, seven days a week and must be accessible at all times.

The building is serviced by four waste collections a week, regular maintenance and frequent deliveries.

The property has been recently refurbished and offers first class building amenity including a dedicated concierge, DDA compliance, lift, high quality WCs and showers, bicycle racks and intercom and is located in a desirable office location. Redevelopment in this dense urban area must be carefully designed with a clear understanding of how highway and servicing impacts of construction and operation will be mitigated, monitored and managed over the long term.

The roads are narrow and the building is adjacent to a junction and stationary traffic often backs up along Clarence Street, making it difficult for those trying to exit our client's car park. This is particularly problematic at peak times. Due to the one-way system vehicles can only exit the car park in one direction and on-street parking further exacerbates these issues.

Although the area is well connected by public transport, the impact additional vehicles at the hotel and disruption from taxis dropping off guests, needs to be considered and mitigated, particularly as the main entrance and drop-off/pick-up is on Clarence Street, and would use existing on-street parking spaces.

The narrow roads and proximity of intensively occupied offices and busy restaurants mean that deliveries are already problematic with vehicles routinely blocking the entrance to the car park due to a lack of loading bays and the density of businesses.

The hotel could cause greater problems which impact on the efficiency of the operations of local businesses. The timing, frequency and location of deliveries and drop-offs needs to be carefully considered and conditioned. Although deliveries are to be made to a service entrance on Bow Lane, it can only be accessed from Clarence Street.

We are keen that appropriate highways, servicing and drop-off provision is made which enables the proposal to be successfully delivered and to thrive along with existing businesses. This would take the form of stringent conditions which could include:

- Restrict delivery and servicing operations to periods which will not overlap with those of existing businesses i.e. in the very early hours;
- 'No stopping' zones at the access to existing car parks to ensure their use is not restricted, to be delivered through Section 278 agreement;
- Resequencing of traffic lights to allow a greater flow of traffic from Clarence Street, particularly at peak times;
- Green Travel Plan to encourage use of sustainable transport modes including the existing taxi rank on Albert Square, to minimise stopping vehicles on Clarence Street.

Manchester Conservation and Historic Buildings Panel – Commented that the proposed design approach to follow a robust modern intervention was felt to be the right stylistic approach, however it was considered that adding two full storeys due to their height and bulk would impact on the surrounding townscape and views towards the Town Hall and its setting. It was suggested that the impact could be mitigated by a reduction in height and by setting back the extension.

Historic England – Manchester Town Hall is of the highest significance in every sense, both to the city of Manchester and nationally as one of the high points of Victorian civic architecture. It occupies a tight triangular site and was skilfully designed by Alfred Waterhouse. Externally it is noted for the controlled power and subtle asymmetry of its gothic architecture, with a bristling skyline of turrets, spires and chimneys, reaching its climax with its soaring clock tower rising 286ft (87m) high. Architecturally, there is no finer expression of the city's confidence and civic awakening from its rapid industrialisation in the 19C. It is a grade I listed building that fronts the city's key civic space, which contains the grade I Albert memorial and other important statues. Princess Street is one of the city's finest thoroughfares with many late 19C buildings of exuberant style and character. The Town Hall is situated in the Albert Square Conservation Area.

This proposed two-storey roof extension is immediately north of the Town Hall and therefore a highly sensitive location in heritage terms. The building is in a restrained modernist style characteristic of the immediate post-war period, contrasting with the Town Hall and other buildings on Princess Street with its light-coloured Portland stone. The extension is designed in a sympathetic contemporary design and subtly reinterprets the style of the existing building, providing some welcome enhancement. In terms of the setting of the Town Hall and listed structures within Albert Square, the proposals are of appropriate scale, with the resulting building providing a more positive backdrop that is well related to its other neighbouring buildings on Princess Street.

The one area of conflict is the view from Pall Mall where the delightful view of the Town Hall clock would be lost and the impact worsened by the uninspiring blankness of the extension's upper storey. While the view is part of the setting of the Town Hall, allowing its comparative scale with neighbouring buildings to be appreciated, it is inevitably of less significance than more direct views of the Town Hall from Albert Square where Waterhouse's composition can be considered as a whole. However, as an incidental view it is clearly important in townscape terms and contributes to the varied character and appearance of the conservation area. We recommend that the Council seek the advice of their Conservation Team to assess whether the resulting harm to the conservation area is justified, bearing in mind this falls outside of our remit in this case.

We have no objection to this application in terms of its impact on the setting of the Grade I Town Hall and Queen Victoria Memorial. The Council should ensure that the impact on incidental views within the conservation area are carefully considered.

Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections and have recommended conditions: to limit servicing and construction hours; agree the proposed opening hours; agree a revised scheme for air quality management, agree a scheme for the acoustic insulation of the commercial uses and the associated plant and equipment; implementation of the waste management strategy, agree the contaminated land treatment and, agree a scheme for fume extraction.

Travel Change Team, City Policy – Advised that this is a sustainable location and they have produced a good travel plan. Note there is cycle storage in the basement, and no car parking is proposed and suggest that the travel plan is approved as submitted and its implementation is secured through a standard condition.

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

Strategic Development – No comments received.

City Centre Regeneration - No comments received.

Highway Services – Recommended that contract parking arrangements are entered into with neighbouring multi storey car parks to cater for vehicles associated with the hotel. The redevelopment of Albert Square would prevent drop off/pick up adjacent to the hotel and It is recommended that the loading bay adjacent Piccolino is used for this purpose instead. Further information is required in relation to the size of servicing vehicles and it could be that smaller vehicles are used for waste collections. Conditions are required re the full implementation of the travel plan, an event management strategy and a construction management plan.

Greater Manchester Ecology Unit – confirmed that no ecological issues were identified by the ecological consultants, who are known to them and advised that issues relating to bats and nesting birds can be resolved via an informative to protect bats and a condition to require the agreement of measures to enhance the remodelled building for wildlife.

Transport for Greater Manchester – Recommended conditions relating to a Construction Management Plan, a scheme for scaffolding and/or hoarding arrangements and a scheme for the protection or temporary relocation of the Overhead Line Equipment Building Fixing.

Greater Manchester Police (Design for Security) – 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.

Greater Manchester Pedestrians Society – No comments received

Environment Agency – No comments received

United Utilities – Recommended a condition to require the submission and agreement of a surface water drainage scheme and provided advice on the procedure to gain water supply for the development, for the adoption of waste water assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), 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), 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 in July 2012 and is the key document in the Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. (Spatial Principles) – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change.

SO2. (Economy) – The scheme would provide construction jobs along with permanent employment in a highly accessible location. The hotel would assist the development of 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 would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development, including retail and leisure uses within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the City's public transport infrastructure. It would enhance the built and natural environment and provide hotel accommodation; creating a well-designed place; creating character and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would develop a City Centre site and provide uses that generate employment. This would help to spread the benefits of growth across the City and reduce economic, environmental and social disparities. The site is close to transport infrastructure and the use 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 in operation. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and would be a high density scheme that would provide active uses as part of the hotel offer.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The hotel would improve facilities for visitors and contribute to the quality and variety of the City's hotel offer.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) – The extensions would use the site efficiently.

Policy CC7 (Mixed Use Development) - The hotel would incorporate active frontages, create activity and increase footfall. It would provide services for visitors and residents and would complement the Civic Quarter and Central Business district.

Policy CC8 (Change and Renewal) – The proposal would support the employment role of the City Centre and improve accessibility and legibility. It would create jobs during construction and in operation and would maximise the use of the site.

Policy CC9 (Design and Heritage) – The design would be appropriate to its context. The scale, height, massing, alignment, material and use are acceptable and would not cause unjustified harm to the setting of the Grade I Listed Town Hall or the other surrounding listed buildings.

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 lifts and a platform lift. Five of the seventy rooms would be fully accessible. The site is in a highly accessible, sustainable location.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of cycle parking spaces.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of active street frontages.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural qualities of the site. The development would have a positive impact on the character and appearance of the site and would not cause unjustified harm to the setting of the Grade I Listed Town Hall or the other surrounding listed buildings. The existing non-designated heritage asset would be retained, refurbished, extended and fully occupied improving its appearance and securing the future of the building.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and a preliminary BREEAM assessment has also concluded that the development can achieve a 'Very Good' rating. The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and a Bespoke BREEAM Pre-Assessment.

Policy EN9 (Green Infrastructure) – The applicant has agreed to assess the possibility of planting street trees and a condition would be applied to the application.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy identifies that the site is within Flood Zone 1 (low probability).

EN15 (Biodiversity and Geological Conservation) – This application provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats. The identification and incorporation of these measures should be required by condition.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated. The application is supported by an air quality assessment.

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 (Contaminated Land and Ground Stability) - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been submitted.

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) – The hotel would include a bistro and rooftop bar which are appropriate in this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The shop fronts would reinstate the original appearance of the building. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances and exits except the original entrance, however it would be possible to access all areas of the ground floor via the hotel entrance and all levels via passenger lift.

DC18.1 (Conservation Areas) – The proposal would not have an unjustified detrimental impact on the conservation area.

DC19.1 (Listed Buildings) – The proposal would not have an unjustified detrimental impact on the setting of the Grade I Listed Town Hall or nearby listed buildings.

DC20 (Archaeology) – A condition would require the submission and agreement of a written scheme of investigation and the completion of a programme of archaeological works.

DC26.1 and DC26.5 (Development and Noise) – Acoustic assessments have been submitted.

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

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

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and 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:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 (Ensuring the Vitality of Town Centres) - The proposal would improve the character and appearance of the building and increase the number of hotel beds within the City Centre.

Section 8 (Promoting healthy and safe communities) – The hotel would incorporate a mix of uses and provide active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses within the Civic Quarter and Central Business District.

Section 9 (Promoting Sustainable Transport) – This site is close to Victoria, Piccadilly and Oxford Road railway stations, St Peter's Square Metrolink Station, Metroshuttle Services and bus routes on Oxford Road and Deansgate. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) - The hotel use would use the site effectively.

Section 12 (Achieving Well-Designed Places) –The design has been reviewed through consultation and evolution. The building would respect the historic site and the character of the existing buildings and would be fully accessible.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in flood risk zone 1 and therefore has a low risk of flooding.

Section 15 (Conserving and enhancing the natural environment) - The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is within the Albert Square Conservation Area and would affect the setting of the Grade I Listed Town Hall and the nearby Grade II listed buildings. The applicant has submitted a heritage statement that assesses the impact on the surrounding heritage assets. The proposal would not have an unjustified detrimental impact on the setting of the Grade I Listed Town Hall or nearby listed buildings.

Other Relevant City Council Policy Documents

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England.

It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as the Central Business District. This area is home to a wide range of companies of varied sizes across a range of

business sectors and is fundamental to the City remaining a business destination. The key priorities for this area are:

- Encouraging the supply of more Grade A floor space, particularly through supporting the delivery of commercial developments around the Civic Quarter.
- Co-ordinating the major transport work in the area with the commercial and public realm developments taking place.
- Implementing a strategy to continue to attract major conferences to Manchester Central. Investigating and encouraging further development and investment at the centre, including the Radisson Blu Hotel's plans for the Theatre Royal on Peter Street.
- Delivering the landmark St Michael's development, which includes proposals for a range of uses, including commercial, residential, retail and leisure amenities.
- Working with partners to finalise regeneration proposals, and bring forward development at the Grade II Listed Great Northern Warehouse.
- Delivering the Peterloo Memorial within the Civic Quarter prior to the 200th anniversary of the event.

The proposed development would be consistent with achieving these priorities as it would provide additional hotel rooms, which would support the achievement of the key priorities for the Central Business District.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential.

It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed development of the application site will support and align with the overarching programmes being promoted by the City Region via the GM Strategy through the provision of a hotel use that would provide jobs and would be easily accessed by public transport.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

The applicant has agreed to look into the possibility of providing street trees. The site is also highly accessible by public transport to and from nearby green space. A

condition would also require the applicant to further assess the possibility of providing additional green infrastructure.

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020

This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination.

The hotel would be known as Hotel du Vin and would be operated by the internationally recognised Malmaison hotel brand, who are a member of the Frasers Hospitality Group. It would provide luxury boutique hotel accommodation to complement and add to the existing City Centre hotel offer.

Destination Management Plan (DMP)

This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, 'The Greater Manchester Strategy for the Visitor Economy 2017 - 2020'. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders' or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, as it would have a name familiar with international tourists and would add to the variety of accommodation in the City Centre.

Conservation Area Declarations

Albert Square Conservation Area

The Albert Square Conservation Area is bounded by Princess Street, Cooper Street, Kennedy Street, Clarence Street, Bow Lane, Tib Lane, Cross Street, John Dalton

Street, Deansgate, Lloyd Street, Jackson's Row, Central Street, Manchester Central Library and Manchester Town Hall Extension.

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

The principal characteristic of the conservation area is the view looking east along Brazenrose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side.

A large amount of the Conservation Area in particular around the Town Hall and on Brazenrose Street is pedestrianised.

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

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

Upper King Street Conservation Area Declaration

The Upper King Street Conservation Area lies at the heart of Manchester's business and commercial district and aims to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England.

The area today is remarkable for buildings which whilst of a variety of architectural styles stand well together. The buildings are generally large and although the architectural styles vary greatly they do for the most part create a harmonious street scene.

In view of the existing excellent quality of the area any new building or extension will be required to meet a similar high standard of design. New development should generally be aligned to the back of pavement in order to preserve the linear quality of the streets. The area was designated in November 1970 and extended in June 1986

St Ann's Square Conservation Area Declaration

The St Ann's Square Conservation Area is in the commercial heart of the City, where almost all buildings accommodate shops on the ground floor. It was the first conservation area to be designated by the City Council on 29 July 1970.

St Ann's Square is the focal point of this conservation area. It was laid out in the Georgian period, however the Grade I Listed St Ann's Church is the only surviving building of this time. The remaining buildings are later replacements that continue to enclose the square in a satisfactory and coherent manner, constructed in various styles over a long period and creating a rich tapestry of built form.

Each new building has been designed with due regard for the existing buildings and together they create an imposing street wall. This is also true of other areas of the conservation including King Street, which has a rich variety of buildings due to the renewal and repair of individual properties over a long time period. John Dalton Street however has been subject to more radical development and few of the buildings now have the narrow frontage that characterises the remainder of the conservation area.

Encouragement of variety will help to maintain the character of the area. Where buildings need to be replaced, high quality modern designs, taking cues from the remaining buildings are promoted. Building proposals should be designed to enhance the existing quality of the built environment.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

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

The Schemes Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating this application. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. It must continue to meet occupier requirements for a range of

activities and uses to improve the economic performance of the City Region. Additional hotel accommodation is part of this.

Different options including a variety of uses with different levels of intervention were considered, which involved offices or apartments.

The regeneration of St Peter's Square and the surrounding Civic Quarter has created a high quality environment and this proposal would continue this progress. This more intimate and bespoke luxury accommodation is different to that offered by the larger hotels and brands. It would support the role of the Civic Quarter and Central Business District and the wider City Centre as a tourist destination and would create employment during construction, and permanent employment within the hotel. The commercial uses would provide services, enhance the street scene and contribute to the vitality of Princess Street.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF.

The building makes a positive contribution to the Conservation Area. The proposal would add interest, provide investment and ensure the building is fully occupied. It would have a positive impact on the street scene and the Albert Square Conservation Area.

Manchester is second most visited city in England for staying visits by domestic residents and third for international visitors. It is the third busiest UK city destination for international visitors after London and Edinburgh and 23% staying visitors are international. The supply of hotel rooms has increased significantly in the City over the past five years but has been exceeded by greater demand.

The estimated value to Greater Manchester of the Visitor Economy is over £7.5 billion annually supporting around 92,000 FTE jobs. Marketing Manchester estimated that 4.5 million visitors stay in Manchester every year generating 10.3 million overnight stays annually. The target is to increase this to 13.7 million by 2020, and additional rooms are required to meet future demand. Marketing Manchester state that occupancy rates averaged 80% for 2017. Around 1,650 rooms were added to the city centre *stock* during 2018, with 1,963 to be delivered across 2019 and 2020.

The development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

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

Paragraph 194 states that ‘any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 197 states that ‘The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’

A Heritage Statement and Design and Access Statement have been submitted along with verified views and a Visual Impact Assessment. The site is within the Albert Square Conservation Area and would be seen in context with the Upper King Street Conservation Area and the St Ann’s Square Conservation Area. The Grade I Listed Manchester Town Hall dominates the surrounding area and is Manchester’s most significant civic landmark. The Town Hall, originally opened in 1877, is considered to be one of the masterpieces of Victorian Neo-Gothic architect, Alfred Waterhouse.

Other listed buildings within the immediate surroundings are the adjacent Grade II Listed 31 Princess Street, the Grade II Listed 6 to 8 Clarence Street, which is opposite the site and the Grade II Listed 1 Clarence Street, known as the Northern Assurance Building. The Grade II* Listed Old Law Library at 14 Kennedy Street is to the rear. The building is also within the setting of the Grade II Listed 61 Cross Street and 1 Albert Square. The building fronts onto Albert Square, a public square that hosts Manchester’s major public, civic and cultural events, and has a high amount of footfall. The Grade I Listed Albert Memorial and the Grade II Listed Jubilee Fountain and the Grade II Listed Bright, Heywood, Fraser and Gladstone statues are all within Albert Square.

A Visual Impact Statement assesses the impacts of the scheme on six viewpoints.

View 1 (The Northern Side of Albert Square) the site dominates the middle view and has a prominent position within the setting of the Grade I Listed Town Hall, which is just outside of the right side of the view. The tramlines along Princess Street dilute the historic setting. This short range view highlights the variety in roofscapes, styles and materials. The French Renaissance style Grade II Listed Northern Assurance Building characterises the left side of the view. The proposals would be highly visible but the modest height and form of the extension does not change the ability to understand the setting of the heritage assets.



View 2 (North-westerly direction along Princess Street) the site is located towards the middle view and is seen in the context of the streetscape. The foreground is dominated by the tramlines, which segregate the site from the Town Hall and largely compromise the historic character of the area. The Grade II Listed Northern Assurance Building is located within the middle distance view. The buildings to the right of the view, demonstrate the varying heights and materials of the streetscape. The proposal appears as part of a street scape of varying heights and it is clear that the extended height is in keeping with the original design intent and provides an improved background to the extended roof of the adjacent Grade II Listed 31 Princess Street due to the light colour of the cladding.



View 3 (The corner of Clarence Street and Kennedy Street – South facing) the Grade II Listed 10 Kennedy Street dominates the view and the uppermost part of the Town Hall Clock Tower is visible. The view demonstrates the subservient height of the site and the adjacent buildings in the context of the Town Hall and the enclosed nature of the southern entry to Clarence Street, which frames the view into Albert Square. The Beetham Tower is visible in the far distance. The rooftop and rear extensions would be highly visible and would be seen as modest additions to the building. The alterations to the rear would add interest to the rear of the building. The

setting of the Grade II Listed 10 Kennedy Street would be preserved, however the Town Hall would be completely hidden from view, but is already largely concealed by the existing building and is not one of the better locations to view the Town Hall including the clock tower, which would be better understood from Princess Street and Albert Square.



View 4 (Central within Albert Square – North East facing) the site is evident in the middle view looking across Albert Square and is subservient to its highly decorated neighbours including the Town Hall to the right and the Grade II Listed Northern Assurance Building to the left. The composition and height of the building is indistinct, which is largely due to the glass office building at Chancery Place on Brown Street and doesn't appear as part of the historic townscape. The extension would improve on the view by giving the building a greater presence and only losing views of the modern office development.



View 5 (Looking east from the eastern end of John Dalton Street) shows a busy pedestrianised street scape typical of the City Centre. The presence of the site is clear in the middle distance. This view demonstrates the historic height and scale of

buildings. The left side of the view contains a contemporary glass building and the right is dominated by the Grade II Listed 1 Albert Square. The Grade II Listed Northern Assurance Building and the Town Hall are located in the middle distance with the building. The varying heights, massing, materiality and style of the buildings is typical of the City Centre and the Albert Square Conservation Area. The oblique angle of Princess Street and its continuation onto John Dalton Street mean that the modest height of the extension is overlooked due to its sympathetic design and the choice of materials allowing the building to merge into the street scene without affecting the setting of the heritage assets within this view.



View 6 (The end of Pall Mall looking to the south west) shows a setting characterised by high rise office buildings. From here there is an incidental view of the clock tower of the Grade I Listed Town Hall, which dominates the middle distance of the view rising directly above the site. This view highlights the varied style and materiality that forms the immediate and wider setting of the site and depicts the building typology over time. The proposals are seen within the immediate setting of the Town Hall and the Albert Square Conservation Area. The rooftop extension partially conceals the clock tower of the Town Hall including the full extent of the clock. The building remains subservient due to the modest and complementary design of the extension. The dominant character of the Town Hall remains and the view would continue to draw people into Albert Square to fully appreciate the gothic splendour of one of Manchester's most significant civic landmarks.



The Townscape and Visual Impact Assessment concludes that the overriding cumulative impact when considered alongside the existing townscape, including the identified listed buildings and the Albert Square Conservation Area would be neutral, however the impact on the Grade I Listed Town Hall would be minor adverse.

Overall, the verified views demonstrate that the proposal would generally add a positive element to the setting and would be generally be complementary to the character of the conservation area. However, the proposal would cause less than substantial harm to the Grade I Listed Town Hall, which would be justified by the public benefits described within this report.

The impact on the significance of the Grade II* Listed Old Law Library, which is located to the rear at 14 Kennedy Street has been assessed.

The building that currently sits on the application site was constructed in 1955 and included a set back from pavement level to allow for the provision of car parking. The buildings that previously occupied the site prior to the construction of the Grade II* Listed Old Law Library were built up to back of pavement line. However, they weren't as tall as the current proposal.

Image 1: Werneth Chambers, built circa 1880 at back to pavement line replacing back to pavement housing and terraced shops. The Old Law Library (location shown in yellow) was built five years later in 1885.

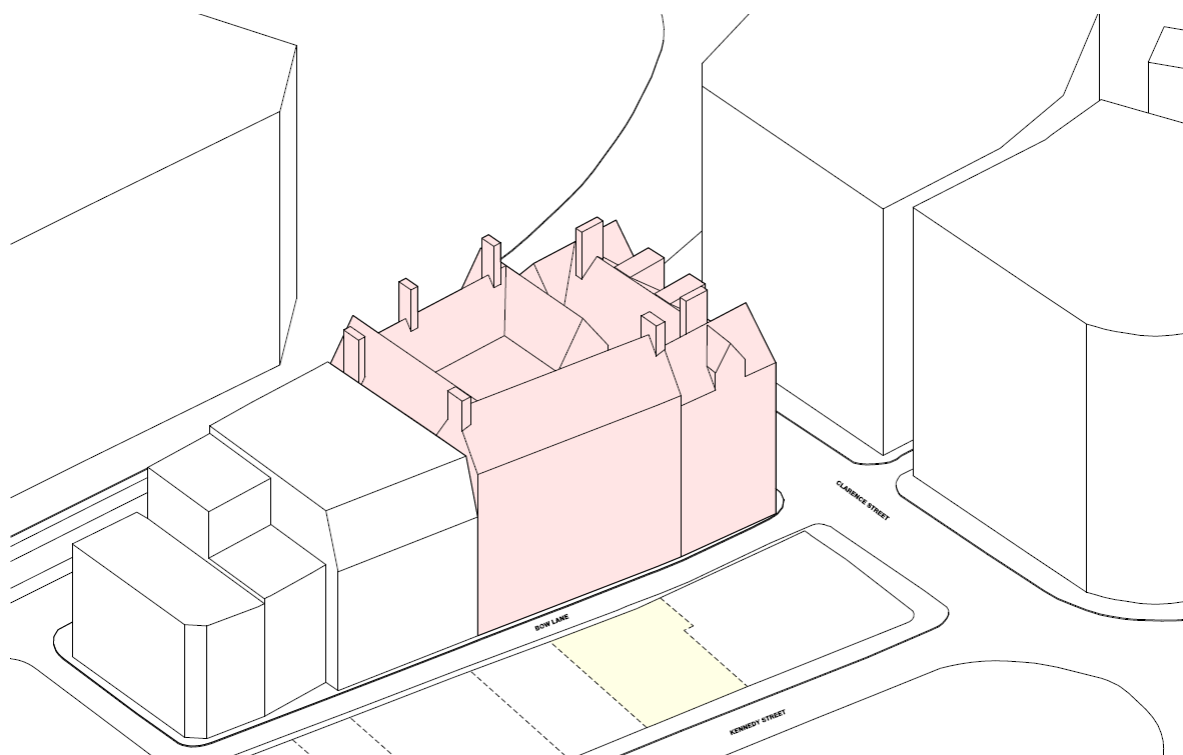


Image 2: The current Pearl Assurance House was constructed in 1955 and was set back from the Law Library increasing on the original distance from the Old Law Library.

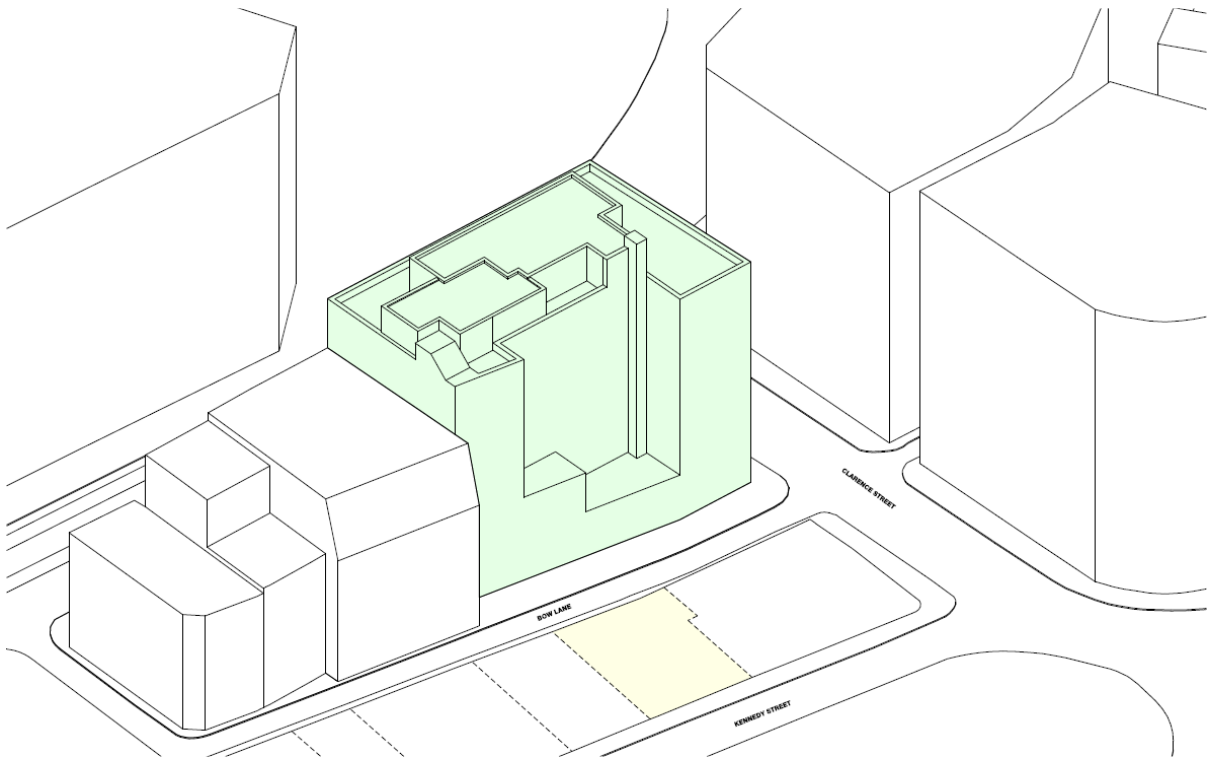
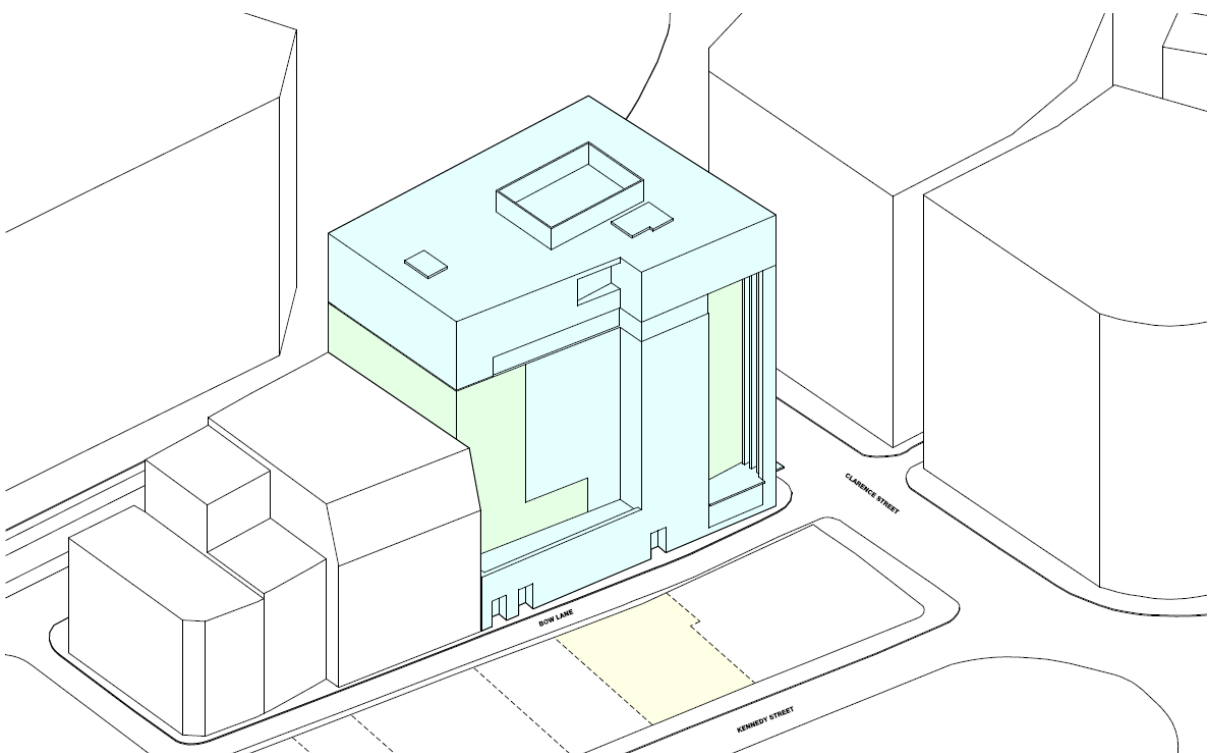
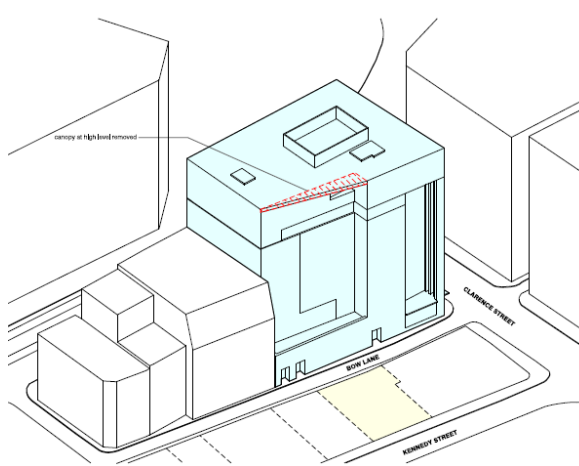


Image 3: The proposed development, which would reinstate the back to pavement line at ground level, but would the massing would be set back from this for a large part of the remaining elevation, including the area opposite the Old Law Library. The high level canopy has also been removed from the scheme to reduce the impact.



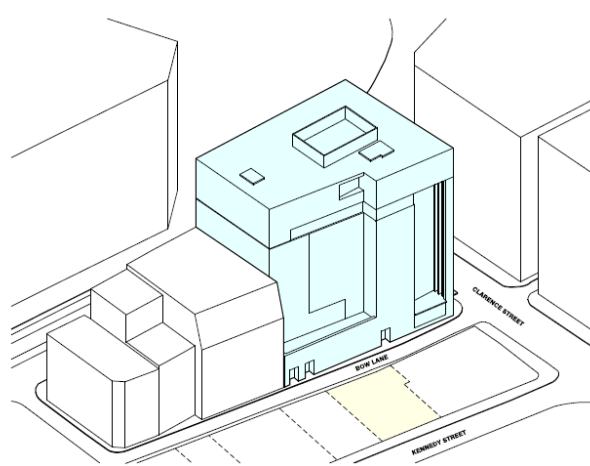
The rear elevation of the Old Law Library is modest and utilitarian and would not provide an understanding that the building was used as a library. Its windows are no larger than the other windows of the buildings that have a frontage on Bow Lane. Given this, the works could be interpreted as causing some level of harm to the Grade II* Listed Law Library due to the resulting height of the building, but this would be a low level that would be justified by the public benefits described within this report.

Additionally, the application has been amended in response to these comments to remove the high level canopy to reduce the impact.



BEFORE

Image 4: Before



AFTER

Image 5: After

The subject building is considered to be a non-designated heritage asset as it has a good quality and confident design in the Modernist Style. It was designed by J.W. Beaumont & Sons and is a late example of the practice's work and an unusual example of their 1950's Modernist Designs. The building is successful in terms of materiality, scale, form and detailing is also one of few schemes implemented and completed in the immediate post-war period. The practice also designed the Whitworth Art Gallery and Kendal's Department Store both Grade II Listed. The building has also not been significantly altered from its original appearance and makes a positive contribution to the surrounding and adjoining conservation areas and the setting of the surrounding listed buildings.

The proposed works are considered to be beneficial to the character of the existing non-designated heritage asset. The proposal would retain a significant amount of original fabric and would remain architecturally honest. The extension has been designed in a sympathetic and contemporary way that is simple and elegant and that has taken inspiration from the original design of the building. The works also include the refurbishment and retention of the existing original Crittall windows and the removal and of the non-original windows at ground floor level and replacement with capless curtain wall glazing with silicone joints and new Portland Stone cladding to match the existing. A light clean of the building fabric is also proposed. The original main entrance would be retained in use. The works are therefore considered to enhance the non-designated heritage asset.

The proposals are also of appropriate scale that has a good relationship to the buildings along Princess Street and those to the rear.

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

The key factors to evaluate are the scale, form, massing, proportion and silhouette, facing materials of the extensions and their relationship to other structures. The extension would integrate well with the fabric and design of the existing building and the impact on the surroundings including designated heritage assets is assessed above.

The rooftop extension would have a simple appearance, articulated by reveals and recesses. Stone clad piers would be created between window openings which would respond to the rhythm of existing window mullions. It would replace an existing single storey rooftop extension. This would make the building taller than some neighbouring buildings, but it would not be out of scale in the context of the dense urban environment surrounding the site, the scale of buildings within the Upper King Street Conservation Area to the rear and the dense urban grid and alignment of streets.

Non-original windows at the ground floor would be replaced with capless curtain wall glazing with silicone joints. A natural stone upstand would match the marble on the building and natural stone would replace the existing shop fronts and signage.

A roof top plant room would have metal louvred walls coloured to match the Portland Stone. This would be set back from the edges and would provide appropriate screening for plant and equipment.

The Princess Street and Clarence Street elevations of the seven storey rear and part two storey roof extensions would be clad in stone to match the existing Portland Stone. The Princess Street elevation would include glazing with aluminium framed windows and curtain wall glazing. The window frames would be dark grey, with a slim profile and would match the proportions of the original W20 windows which would be retained and refurbished.

The Clarence Street elevation would incorporate aluminium framed windows and curtain wall glazing. A new main entrance would provide level access via an internal platform lift and would comprise frameless glazing. The first to sixth floors of the

extension would be constructed of a matching brick and design. The upper floors of the extension would be clad in natural stone to match the existing Portland Stone. The upper floors generally have a high degree of modelling with deep reveals or mullioned windows. In this respect the upper floor windows on this elevation could appear to be weaker elements as they lack mullions or the depth of the windows of the Princess Street elevation. However, the depth of the reveals has been designed to match the existing window original reveals and the mullions of the elevation have been strategically placed to assist with the transition between the vertical extension and rear extension and limited to avoid the extension being too much of a repeat of the original elevation.

The extension on Bow Lane would be to the back of pavement and would reinstate the original street wall. Part of the Bow Lane elevation would be retained and the remaining part constructed in brickwork to match existing. Dark grey aluminium framed windows would match the proportions of the original windows. Above ground level part of the extension would be full height and part would be one storey.

The ground floor would have a slim band of louvres and four metal doors that would match the window frames would provide access to back of house areas and provide escape. The existing Bow Lane elevation has negligible significance.

The South East elevation of the extension would be visible above 31 Princess Street (Grade II). It would be clad in natural stone with a slim aluminium louvre, an opening with curtain wall glazing and natural stone recesses.

All brickwork areas of the design would be painted with mineral masonry matt paint in a colour to match the existing Portland Stone and the new natural stone. We would need to fully examine the paint finish in terms of quality of materials, finish and longevity and this would be required to be addressed by condition.

The hotel signage would be at high level and at fascia level on the Princess Street and Clarence Street elevations and at high level on the South East elevation. The bistro signage would be above the original main entrance doors.

The public benefits of the scheme include:

- The full occupancy of this non-designated heritage asset securing its future.
- The cleaning and refurbishment of the retained original fabric.
- The hotel rooms would complement and support City Centre businesses.
- The use of local labour.
- Providing a high quality and highly visible development.
- The provision of active frontages on Princess Street and Clarence Street.

The materials would be high quality and match existing materials and colours. There should be a condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control.

Given the above, it is considered that the proposed development would result in a high quality development that would be appropriate to its surroundings and is considered to improve the appearance of the non-designated heritage asset.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The building would be fully accessible and 5 of bedrooms would be accessible. High quality materials would unify the extension with existing fabric and original fabric would be repaired and refurbished. A condition would require the provision of street trees to be investigated.

The proposal would provide a quality development and would also be consistent with sections 6, 7, 8, 9, 11, 12, and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The St Peter's Square tram stop and Piccadilly, Oxford Road and Victoria Train Stations are within walking distance. There are bus stop on Princess Street, Deansgate and Oxford Street. There are good pedestrian and cycle links to the rest of the City Centre.

A Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

The development is car free, but the Transport Assessment demonstrates that there are sufficient public car parks within close proximity of the site and 5 cycle parking spaces would be provided within the basement of the building.

A construction management plan, events management strategy and servicing strategy would be required by condition.

The proposal would not, subject to compliance with conditions, have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum and a condition would require the submission of a construction management. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy

Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Environmental Standards Statement and a BREEAM Pre-Assessment have been submitted as part of the application and set out the sustainability measures proposed. These would include the following:

- The use high efficiency lighting and automatic controls where appropriate.
- The refurbishment of all existing windows and the installation of secondary glazing.
- The new fabric of the building would be highly insulated.
- The use of low flush cisterns.
- New heat generating equipment selected to allow operation at high efficiencies.
- The use of heat recovery systems.

The proposal would achieve an approximate 26% improvement over the Part L 2010 Building Regulations benchmark in relation to energy and an approximate 42% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions. A preliminary BREEAM assessment has concluded that the development can achieve a 'Very Good' rating. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy and would be designed and specified in accordance with the principles of the energy hierarchy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4, EN6 and EN8 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Contribution to Public Spaces and Facilities

There would be active frontages to all elevations, which would add activity and animation to surrounding streets. The uses proposed would enliven the area and provide natural surveillance to two of the frontages.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on

daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The habitable rooms of 2-6 Booth Street (The Chambers) have been appraised.

Daylight

The assessment has used the Vertical Sky Component (VSC) method to assess the impact of daylight on the surrounding properties. In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. Occupants would notice a loss of direct skylight if reduced to less than 0.8 times of its former value. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of a high density city centre environment as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this. The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 53 windows with the property have been assessed.

Overall the impacts can be summarised as follows:

Of the 53 windows assessed for VSC, 13 (25%) meet the 27% VSC target and 40 (75%) do not. All 53 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE.

18 rooms have been appraised in terms of daylight distribution and all 18 (100%) experience either no reduction or reductions of under 20%, acceptable to the BRE.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

18 site facing rooms of The Chambers, currently receive some direct sunlight. The impacts of the sunlight assessment on The Chambers can be summarised as follows:

15 rooms (83%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. 3 room (17%) achieve the annual APSH target, but not the winter APSH target.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

Overall it is concluded that the development would have a non-significant impact on either building for Sunlight and Daylight Amenity and would therefore have an acceptable impact.

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

b) Air Quality

An Air Quality Assessment notes that the development could cause air quality impacts during the construction phase and during the operational phase. As the site is within an air quality management area, future occupiers could be exposed to elevated pollution levels.

The construction process would produce dust creating a 'medium risk' and increased emissions but any adverse impacts would be temporary and would be controlled using the mitigation measures included in the air quality report.

The emissions of the operational stage would include vehicles travelling to and from the site and are unlikely to have a significant effect on air quality. However further

information is required in relation to the predicted exceedances at ground floor level and a condition would require the inclusion of mitigation measures.

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.

(c) Noise and Vibration

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 bistro and bar could be controlled through a condition. The proposed uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned.

Therefore, subject to compliance with conditions in relation to servicing, hours of operation for the commercial uses, the acoustic insulation of the building and 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, 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.

(d) TV reception

A baseline Television Reception Survey anticipates that the development is likely to have an impact on television broadcast services for local residents. The report concludes that interference is possible to television reception Satellite Dishes or Freeview antennas located in the theoretical signal shadow areas. The survey identifies mitigation measures.

A condition requiring a pre commencement survey and a post-construction survey and any mitigation measures should be attached to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

In view of the above the proposal is 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.

(e) Vehicle Movements

The impact on the highway network have been considered and the City Council's Highway Services have confirmed that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

The proposals would represent some improvements on the existing servicing of the building. The present arrangement is that the refuse vehicle travels down Bow Lane collecting from all premises on the street and parks in the road whilst doing it and there is nowhere off road for waste to stand. The proposal includes a large internal bin store meaning that all waste would be off street at all times and the refuse vehicle would follow its existing routine.

Small commercial vehicles would perform laundry pickup and delivery daily, using the loading bay on Clarence Street. This would be an improvement on the existing situation as some deliveries are made on Bow Lane. Small commercial vehicles would deliver goods on a daily basis using the loading bay on Clarence Street. This would be an improvement on existing situation as some deliveries are currently made on Bow Lane.

The existing small hard standing recess to the rear of the building on Bow Lane is not used for deliveries at present and is chained off for use by tenants.

Conditions are proposed to require the submission and agreement of a construction management plan, an event management strategy and a servicing strategy.

In view of the above the proposal is considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Waste and Recycling

The bin store would be within the ground floor with direct access to Bow Lane. Hotel staff would move the bins to the pavement of Bow Lane, where the refuse contractor would collect. The expected duration of collection would be 10 minutes after which time the bins would be returned to the refuse storage room.

The predicted requirements for storage are as follows:

3 x 1100ltr containers for general refuse

2 x 1100ltr containers for pulpable recycling

1 x 1100ltr and 5 x 240ltr containers for mixed recycling

1 x 240ltr container for food recycling

Refuse would be collected 7 times per week.

The bins would have sealed lids, would be stored in a cool environment and would be collected and emptied regularly so that the production and discharge of odours would be kept to a minimum.

The mechanical ventilation would dilute any odours at source to ensure that the air discharged through the rear louvre would have no discernible odour.

Given the above, the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

The building would be accessible and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated.

All entrances and exits would be level excluding the original entrance, which would be retained in use and refurbished. This would be used as the bistro entrance, but access to the bistro can also be gained through the main hotel entrance.

A mobile hoist would be provided and a condition will require full details of a management strategy.

The pavement width of Bow Lane would not comply with the standards, but cannot be increased due to the existing width of the street.

The proposal would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The proposed uses would bring additional vitality to the area. The development would overlook two frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated. A condition is recommended requiring the implementation of the crime impact statement and to require the development to achieve 'Secured by Design' accreditation.

In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The applicant would assess the possibility of planting street trees on Princess Street and this would be required by condition. Conditions are also required in relation to the agreement of the provision of green infrastructure and biodiversity improvements.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites.

An Ecological Survey and Assessment discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, ecological enhancement for fauna such as breeding birds and roosting bats is possible and conditions should be attached to any approval requiring such measures.

In view of the above the proposal is considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Contaminated Land and Impact on Water Resources

Some contamination may exist on the site. A condition is recommended to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

In view of the above, the proposal is consistent with section 15 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme.

Conditions should therefore be attached requiring the agreement, implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Climate Change Mitigation / Biodiversity enhancement

No on site car parking is proposed and the hotel would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. 5 cycle parking spaces would be provided on site. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan

would encourage individuals to choose alternative modes over single occupancy car use.

Mitigation for climate change has been considered for both the construction and operational stages of the development as set out above and include an approximate 42% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions from the refurbished and extended building. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

The opportunity to plant street trees on Princess Street and Clarence Street would be investigated and the potential for a green roof, brown roof or blue/green roof would be investigated to help to manage surface water run-off. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale

Conclusion

A hotel would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. It would fulfil an important role in providing hotel accommodation within the City Centre. It would be consistent with GM Strategy's key growth priorities and meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore help to promote sustained economic growth.

The development would not have a significant detrimental impact on the settings of surrounding listed buildings, including the Grade I Listed Town Hall and the Grade II* Listed Old Law Library. The impact on residential amenity would not be unusual in this context. It would enhance a non-designed heritage asset within a conservation area.

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 the less than substantial harm would be outweighed by the benefits of the development.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those

impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

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

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

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

Recommendation

Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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 site location plan referenced AL(02)0001 Rev P01 received by the City Council as Local Planning authority on 7 May 2019

The following drawings referenced:

AL(05)0007 Rev P01
AL(05)0020 Rev P01
AL(05)0021 Rev P01
AL(05)0022 Rev P01
AL(05)0023 Rev P01
AL(05)0024 Rev P01
AL(05)0035 Rev P01

All received by the City Council as Local Planning authority on 7 May 2019

AL(05)0027 Rev P02
AL(05)0030 Rev P02
AL(05)0031 Rev P02
AL(05)0033 Rev P02
AL(05)0036 Rev P01
AL(05)0060 Rev P02
AL(05)0061 Rev P01
AL(05)0063 Rev P01

All received by the City Council as Local Planning authority on 7 June 2019

AL(05)0040 rev P02
PB8611-RHD-AS-SW-DR-R-0101 Rev -
PB8611-RHD-AS-SW-DR-R-0102 Rev -

All received by the City Council as Local Planning authority on 2 August 2019

AL(05)0100 Rev P01
AL(05)0101 Rev P01
AL(05)0102 Rev P01
AL(05)0103 Rev P01
AL(05)0104 Rev P01

All received by the City Council as Local Planning authority on 7 August 2019

AL(05)0112 Rev P01

Received by the City Council as Local Planning authority on 3 September 2019

AL(05)0028 Rev P02
AL(05)0029 Rev P02
AL(05)0032 Rev P03

Received by the City Council as Local Planning authority on 4 September 2019

AL(05)0062 Rev P03

Received by the City Council as Local Planning authority on 5 September 2019

The following documents:

The Design & Access Statement Rev P01 dated 4 April 2019 and prepared by Stephenson Studio

The Phase 1 Geo-Environmental Assessment March 2019 prepared by REC and referenced 1CO106385P1R0

The Air Quality Assessment dated March 2019 prepared by REC and referenced AQ106371

The Areas Schedule

The Bespoke BREEAM 2014 RFO/NC Pre-assessment Report dated 12 April 2019 prepared by Sustainably Built Ltd SBL Project No: SBL399

The Ecological Survey and Assessment April 2019 prepared by ERAP Ltd. and referenced 2018-349

The Crime Impact Statement dated 12 April 2019 prepared by GMP and referenced 2019/0252/CIS/01

The Daylight and Sunlight Assessment dated 12 April 2019 prepared by Michael Scanlan BSc (Hons) MRICS & Jerome Muir MSc MRICS and referenced [2269]MPS/JM - Final

The Economic Benefits & Regeneration Statement dated April 2019 prepared by Hatch Regeneris

The Supporting Planning Statement dated April 2019 prepared by Avison Young

The Structural Design Statement dated 12 April 2019 prepared by ROC Consulting referenced 3874 / DN / JS / SDS-P01,

The TV/FM & DAB Reception Survey Report dated 4 April 2019 prepared by SCS Technologies Ltd. Job NO: 154136

The Outline Mechanical and Electrical Services Report dated 10 April 2019 prepared by Martin Design Associates Ltd ref: 18112/-Rev B,

The Environmental Noise and Vibration Assessment Report dated 17 April 2019 prepared by Azymuth Acoustics UK ref: AA0138

The Flood Risk Assessment & Suds Statement Dated 12 April 2019 prepared by Stephenson Studio ref: P01,

The Heritage Statement: Significance & Impact April 2019 prepared by Stephen Levrant: Heritage Architecture.

received by the City Council as Local Planning authority on 7th May 2019.

The following documents

The Service Strategy Statement dated 6 June 2019 provided by Malmaison to Stephenson Studio ref PO1,

The Details of Local Employment dated 6 June 2019 provided by Malmaison to Stephenson Studio ref PO1,

The Waste Management Strategy dated May 2019 prepared by 1st Waste Management,

The Transport Statement dated 23 April 2019 prepared by Royal HaskoningDHV ref: PB8611-RHD-ZZ-XX-RP-R-0001

The Framework Travel Plan dated 24 April 2019 prepared by Royal HaskoningDHV ref: PB8611-RHD-ZZ-XX-RP-R-0002

received by the City Council as Local Planning authority on 7th June 2019.

The Waste Management Strategy 1 August 2019 by Stephenson Studio ref P02
The Design for Access 2 Section 1-26 report dated 6 June 2019 prepared by Leach Rhodes Walker Architects and Stephenson Studio ref: 7597_E3_190528_SJM

received by the City Council as Local Planning authority on 14 June 2019.

The Consultees Response Document prepared by Stephenson Studio and dated 2 August 2019 and the Objection Responses Document prepared by Stephenson Studio and dated 2 August 2019 both received by the City Council as Local Planning authority on 2 August 2019

The Sustainable Design Alternatives Rev A dated 7 August 2019 prepared by Martin Design Associates Ltd received by the City Council as Local Planning authority on 7 August 2019.

The emails from Drew Lowe of Stephenson Studio dated 29 May 2019 and 5 August 2019

The letters from Drew Lowe of Stephenson Studio Ltd. dated 3 May 2019 and 7 June 2019.

The email from Roger Stephenson of Stephenson Studio dated 10 September 2019.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

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

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

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall

not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

5) Prior to the commencement of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (approval to be in consultation with Transport for Greater Manchester), which for the avoidance of doubt should include:

- *Safe methods of working adjacent to the Metrolink Hazard Zone;
- *Method Statements and risk assessments for construction and demolition works;
- *A scheme for scaffolding and/or hoarding arrangements in order to ensure the safe operation of the tramway;
- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust and dirt suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works;
- *The retention of 24hr unhindered access to the trackside equipment chambers for the low voltage power, signalling and communications cables for Metrolink both during construction;
- *construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway).

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) No development shall take place, until a scheme for the protection or temporary relocation of the Overhead Line Equipment Building Fixing has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason - To safeguard Metrolink infrastructure and in the interests of public safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) Prior to commencement of the development detailed mitigation measures to safeguard local air quality for the construction, design and operational phases shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

8) 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).

9) No development shall take place until surface water drainage works details have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

*Maximise use of green SuDS in design;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Critical Drainage Area;

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, we suggest the following construction and maintenance condition to be considered by the LPA:

The development shall 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 Core Strategy policies EN08 and EN14.

10) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) Prior to the commencement of development a programmes for submission of final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of bat boxes and bricks, bird boxes and appropriate planting; and
- (b) An assessment of the possibility of providing a green roof, brown roof or blue/green roof and full justification of the results. If this is possible full details of proposals and a management and maintenance strategy for the chosen type of roof;

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - To ensure that a satisfactory measures, to enhance biodiversity are incorporated within the development in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

12) Prior to the commencement of development a programmes for submission of final details of the materials, including natural stone or other high quality materials to be used in the repair or improvement of the affected footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the details will be submitted. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

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).

13) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel accommodation against noise from adjacent roads and (b) any noise transfer from the A3 and A4 areas of the hotel use to the hotel rooms above and below, shall be submitted to and approved in writing by the City Council as local planning authority.

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

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non-compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

14) No development ground works 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
 - targeted archaeological excavation (informed by the above and subject to a new WSI);
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds

- production of a final report on the significance of the archaeological and historical interest represented;
- 3. A scheme to commemorate the site's heritage;
- 4. Dissemination of the results 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 - 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.

15) Before first occupation of any part of the development, an updated Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

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

16) No part of the development shall be occupied unless and until details of:

- a) A servicing strategy (deliveries, collections and ad-hoc maintenance) to detail final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading
- b) An events management strategy, should the hotel undertake conferencing and events.
- c) A parking management strategy for hotel guests

Have been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use.

Reason - 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.

17) Prior to the first use of the hotel hereby approved commencing, a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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

18) No part of the development shall be occupied unless and until details of a management strategy for the use of the mobile hoist has been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use.

Reason - 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.

19) No part of the development shall be occupied until the space and facilities for the parking of 5 bicycles have been provided within the basement of the building. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

20) Prior to occupation of the development an investigation of opportunities to plant street trees within the pavements on Princess Street and Clarence Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of ongoing maintenance shall be submitted to and approved in writing by the City Council as local planning authority in accordance with the planting scheme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the

area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

21) Final details of the method of extraction of any fumes, vapours and odours from the hotel / restaurant kitchen shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

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

22) The A3 and A4 uses hereby approved 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 before the commencement of the use of the A3 and A4 uses hereby approved. The A3 and A4 uses hereby approved shall not operate outside of the approved opening hours.

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

23) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable, but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

24) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the development hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

25) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the hotel accommodation, including A3 and A4 uses to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any noncompliance with the above noise standards suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

26) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 12 April 2019. 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

27) Prior to implementation of any proposed lighting scheme details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants within this and adjacent developments) shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

28) The window(s) at ground level, fronting onto Princess Street and Clarence Street 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.

29) The approved waste management scheme as detailed within the Waste Management Strategy dated May 2019 prepared by 1st Waste Management and the Waste Management Strategy dated 1 August 2019 by Stephenson Studio ref P02 and as shown on the drawings referenced AL(05)0040 rev P02, PB8611-RHD-AS-SW-DR-R-0101 Rev - and PB8611-RHD-AS-SW-DR-R-0102 Rev -, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

30) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

31) The development hereby approved shall include for full disabled access to be provided to all publically accessible communal areas of the hotel and identified accessible rooms via the main entrances and to the floors above via lifts.

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

32) Before development commences details of the final method of Sustainable energy generation as set out in the Bespoke BREEAM 2014 RFO/NC Pre-assessment Report dated 12 April 2019 prepared by Sustainably Built Ltd SBL Project No: SBL399 shall be submitted and approved in writing by the City Council as Local Planning Authority.

Reason - For the avoidance of doubt and in order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework

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: 123522/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.

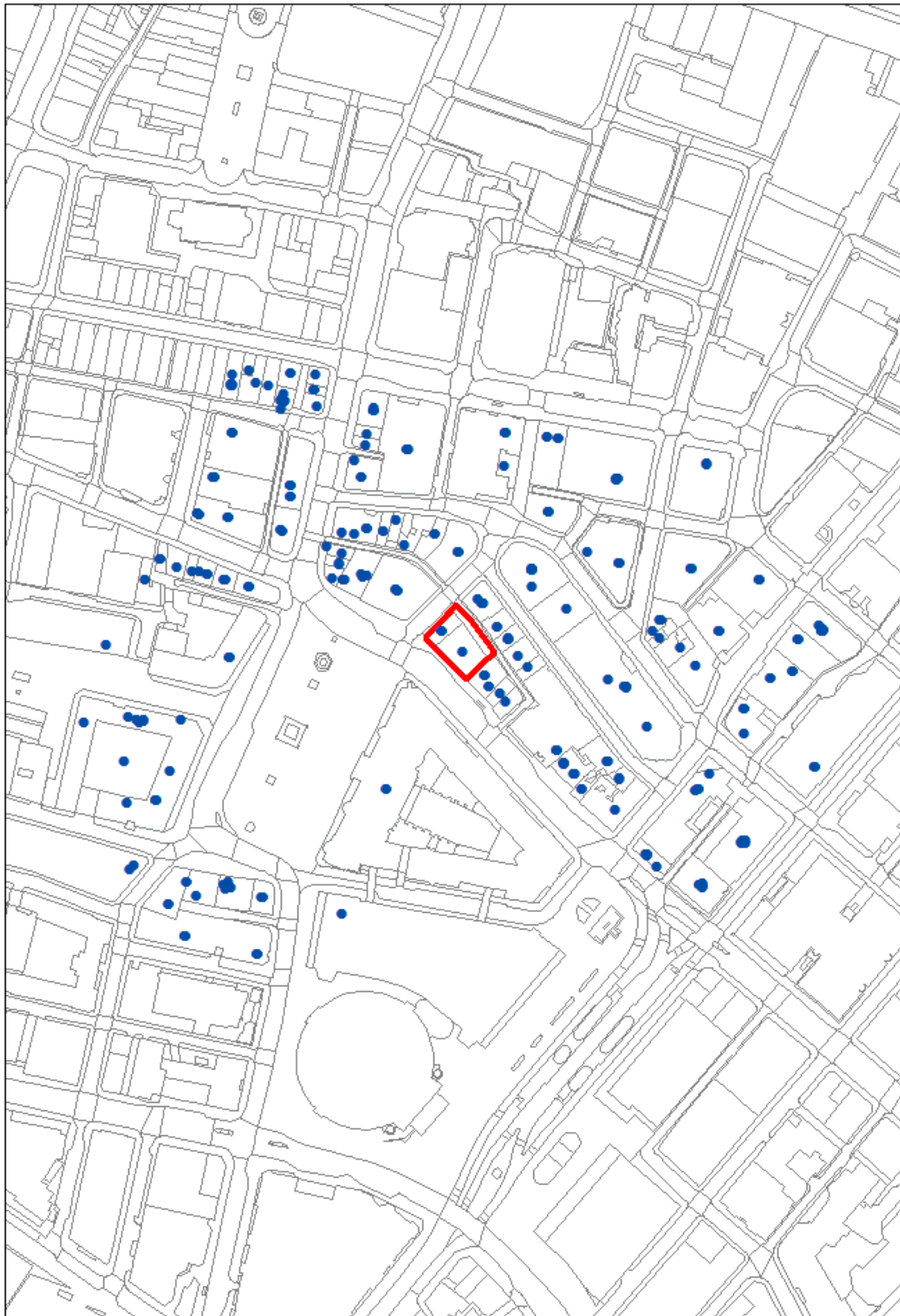
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport for Greater Manchester
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
City Centre Regeneration

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

Representations were received from the following third parties:

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



□ Application site boundary ● Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121375/FO/2018 and 121447/FO/2018	16th Oct 2018	19th September 2019	Piccadilly Ward

Proposal

- (a) Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.
- (b) Erection of one and two storey market stalls for flexible commercial uses (Use Classes A1, A3 and A5) at ground and first floor (following demolition of a wall) and the and related access, landscaping and other associated works (temporary 5 year period)

Location

- (a) 20 - 36 High Street Including Church Street Market Stalls, Manchester, M4 1QB.
- (b) Land Bound By The Northern Quarter Multi-storey Carpark, Church Street And Red Lion Street, Manchester, M4 1PA

Applicant ASE II Manchester Limited, C/o Agent

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

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 27th June 2019 to enable a site visit to take place.

At the Committee meeting on 25th July 2019 The Director of Planning, Building Control and Licensing reported that a request had been submitted by the applicant for the deferral of applications 121375/FO/2018 and 121447/FO/2018 to allow the applicant to further review the issues raised, in particular, affordable housing on the proposal relating to 20-36 High Street, Manchester. The outcome of this review is detailed below in this Report.

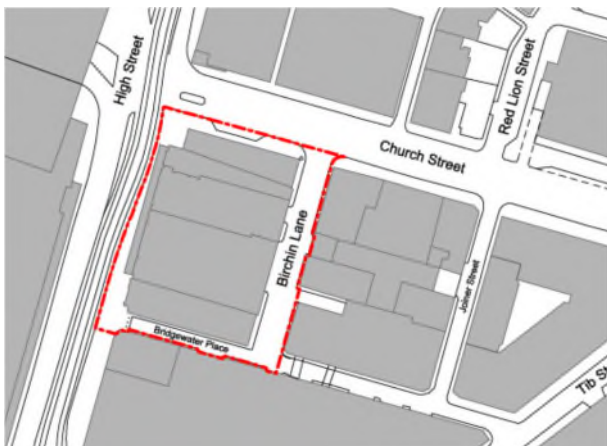
DESCRIPTION OF SITE



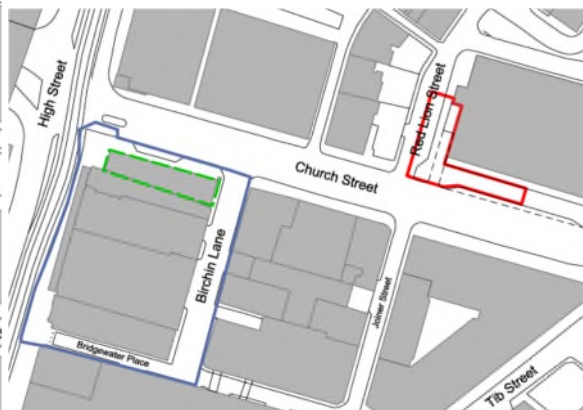
These two proposals are inextricably linked and need to be considered together. The first relates to an island site measuring 0.35 ha. and bounded by High Street, Church Street, Birchin Lane and Bridgewater Place. It is at the boundary of the Northern Quarter and the retail and commercial core and is occupied by:

- 24-36 High Street - a 1960's building consisting of a with a two storey podium with four block above. It is set back from the pavement on Church Street.
- Five market stalls on Church Street – housed within a modern steel and glass structure in front of the set back podium.
- 20-22 High Street – a four storey building which is a non-designated heritage asset.

The second site is at the junction of Church Street and Red Lion Street adjacent to the Church Street Multi Storey Car Park.



121375 site plan



121447 site plan

The report will mainly refer to the new build development on High Street and when referring to the site at Church Street / Red Lion Street will refer to the **MSCP** site.

The site is on the edge of the Northern Quarter which contains a mix of commercial and residential uses including independent businesses that help to distinguish the Northern Quarter from other parts the City Centre. The Market stalls are part of that offer. The Arndale Centre is opposite and is a major component of the retail core and also includes a growing number of food and drink operations.

The site is in the south-west corner of the Smithfield Conservation Area, close to the Shudehill and Upper King Street Conservation Areas and immediately to the north of the Grade II Debenhams.

20-22 High Street makes a positive contribution to the Conservation Area and is a non-designated heritage asset.

24-30 High Street is largely vacant and contains an NHS Dentist with a 3 month rolling lease on an upper floor with Breakout Manchester (Escape Room), a drycleaners and a bookmakers on the ground floor. 20-22 High Street contains a ground floor café and mostly vacant office space above. Transport for Greater Manchester (TfGM) has equipment in the basement which supports Metrolink.

There are a variety of uses in the surrounding area including: digital, media and technology-based companies; creative and cultural industries; an established residential population, offices, hotels and serviced apartments, retail units and independent bars and restaurants.

Church Street and High Street are dominated by traffic rather than people and the existing buildings do little to attract pedestrian activity. The canopies that overhang the footway here and at the Arndale Centre and the taxi rank discourage movement between the Retail Core and Northern Quarter.

The market stalls would be re-located to the junction of Red Lion Street and Church Street. It is opposite a cleared site which has consent for 38 apartments (113713/FO/2016) which should commence this year, and close to a bus stop. This is near to where the markets were historically located. A 7 to 10 storeys development of 183 apartments (114146/FO/2016) is under construction on a former car park on Church Street opposite the site.

There are apartments close to both sites at 4-6 Union Street (13 units), 25 Church Street (80 units), 23 Church Street (49 units) and Pall Mall House / 3 Joiner Street (169 units). Accommodation operating as the Light Aparthotel is also located within these buildings.

Buildings to the south and west are generally of a larger overall scale than those to the north. Heights in the vicinity vary from Debenhams 7 storey, Afflecks Palace 5 storey, The Birchin 9 storey, The Lighthouse/ Pall Mall 15 to 20 storey and 25 Church Street 9 storey. There is a transition in scale along Church between different character areas of the Conservation Area, from that of the commercial core to the smaller scale typical of other parts of the Northern Quarter.

The character around this area is formed in part by large individual buildings, which occupy regular and irregular sites with total site coverage. This creates a dense

urban environment which is different to other parts of the Northern Quarter and the Conservation Area where there is a much finer grain.

22 High Street is a stone and brick building designed for Holmes, Terry & Co and designed by W & G Higginbottom and was completed in 1917.



Its principal elevation is to High Street and it has buff heavily rusticated ashlar sandstone at the ground floor and plinth, with plain ashlar to the upper floors. There are carved Greek inspired mask keystones to the ground floor entrance, the shop entrance and shop window. The top floor is set back behind a decorative stone balustrade which includes a section of original iron railing. The north elevation has white glazed brick, which would have originally reflected light into a partially enclosed light well/loading passage. The south elevation is simple and largely functional, with continuous groups of paired sash windows within redbrick flat arched openings. A partial demolition in 1989 altered the rear of the building footprint at Birchin Lane and Bridgewater Place. Externally the building was made good in red brick.

The internal design and planform is relatively simple, with open plan floors, some of which are now subdivided. The High Street entrance has an Art Deco style blue tiled vestibule. The stairs and lift are largely unaltered, with an original cage lift and a 1950s hoist. The sash windows have original Art Nouveau stained glass. The top floor is open to the roof structure, and consists of a steel roof structure with timber boarding to the underside. The service hoist and service stair were lost in 1989. (Images of the building's interior are included later in this Report).

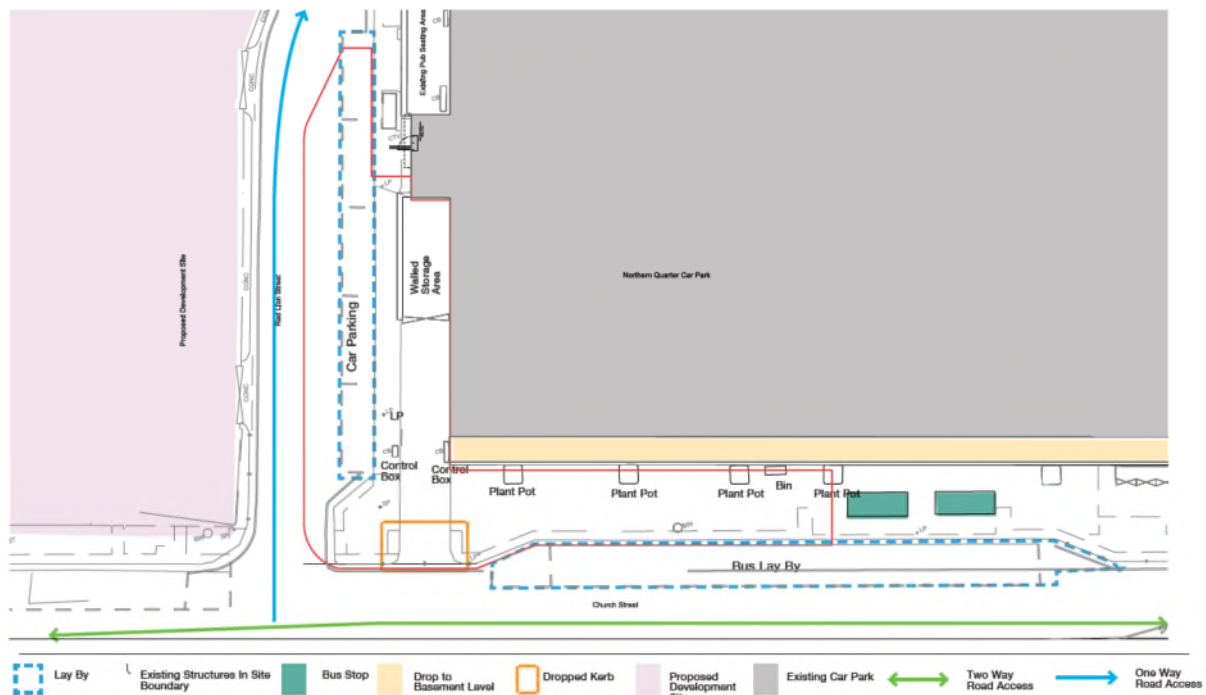
24-36 High Street is a poorly quality example of utilitarian Brutalist Architecture.

The Markets are in a steel framed arch structure. The stalls face Church Street with no communal or back-of-house areas. The traders use WC's within a neighbouring premises and take waste to the Arndale Centre.

Red Lion Street is one way to the north and into the Multi-storey Car Park. There are structures and street clutter within the site area, including a one storey brick store with metal gates; two Control boxes and a lamp post Church Street. There are a number of large planters on Church Street..

The site slopes gradually towards the bus stop but is mainly flat on Church Street and Red Lion Street. A 1.7m lightwell separates Church Street from the Car Park.

1.7 CONSTRAINTS



The sites are close to all forms of public transport with Metrolink stops at Market Street, Shudehill and Exchange Square and train stations at Victoria and Piccadilly. Bus services are at Shudehill and Piccadilly Gardens. .

DESCRIPTION OF PROPOSALS

The applications propose the following:

121375- Construction of a 22 storey building comprising 361 apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed), ground floor commercial

floorspace A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away). It would include public realm and a pedestrian route, with servicing and cycle parking, following the demolition of 20-22 and 24-26 High Street and the 5 market stalls on Church Street.

121447 - Erection of one and two storey market stalls for a temporary period of 5 years (A1, A3 and A5), following the demolition of a wall and access, landscaping and other associated works. This would relocate the stalls 70m further along Church Street and return them nearer to their historic position.

121375

The elevations of the building would have a tripartite subdivision and a 'U-shaped' plan form, set around an internal courtyard on Birchin Lane. The High Street/Church Street corner would be splayed and it would have a mansard roof from the 15th floor with projecting dormers.

The ground floor would be double height with a mezzanine floor providing scale to the High Street and Church Street frontages. There would be independent retail and food and beverage units. A large entrance at the centre of the High Street elevation would lead into a public courtyard (365 sqm). This would have commercial units facing onto it and the residential entrance and would provide an active space which could spill out into Birchin Lane. This would re-establish routes through the site which were lost in the early 1970s. A smaller link would connect the courtyard to Church Street allowing pedestrian connections through the block. The routes and space would be managed and could be closed to keep it secure at night if necessary. The courtyard would have a canopy to provide shelter to the seating areas to encourage year round use.

There would be apartments on floors 1 to 20 that comply with, or exceed the Residential Quality Guidance (RQG) standards. A landscaped roof terrace would provide communal spaces for residents. Many apartments would be capable of adaptation to meet changing needs of occupants over time, including those of older and disabled people.

Access to the apartments would be off High Street with a secondary entrance from Church Street. Residents would be able to work 'from home' in a ground floor unit. The back-of-house and plant would be located facing onto Bridgewater Place.

The façade would be glazed ceramic panels of different sizes and textures with an undulating scallop detail, and windows set within deep reveals. The facades of the internal courtyard would have glazed white brick cladding. The glazed ceramic would respond to different lighting conditions during the day with the undulating scalloping delivering a dynamic façade that would vary in tone throughout the day.

The ground floor shop fronts would have capless glazed curtain walling although this could be structural glazing if it is technically viable within the development budget

At its highest point the building would be 72m above ground level

The pavement widths would be increased on Church Street from between 1.8 and 4.3 m to 5.4 to 6.3m. On High Street they would increase from between 3.3 and 6.1m to 3.5 and 6.1m and on Birchin Lane from 1.5 to between 1.8 and 3.6m. Changes to Bridgewater Place would be negligible.

Fumes would be extracted via internal risers or via ground level vents within the frontages of the ground floor commercial units. There would be 116 cycle spaces on the ground floor and 154 on the mezzanine. The ground floor spaces could be accessed internally from the common circulation area and externally off Birchin Lane. The spaces at the mezzanine level could be accessed via the common circulation and lift core to avoid the need for stair rails.

16 Sheffield cycle stands would be provided in the public realm at Birchin Lane and could be used by visitors. No on-site parking is proposed and initial discussions with nearby parking operators indicate that contract parking could be available. A Framework Travel Plan has been submitted in support of the application.

Ventilated refuse chutes would be on each floor by the main lift. A tri-separator would allow residents to sort waste (general; co-mingled; and pulvable) for recycling . The refuse store would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00' with 0.43sqm of space per apartment.

The retail/restaurant refuse store would be off the central courtyard. The exact specification would depend on the nature, layout and requirements of the tenants. A detailed refuse strategy would be produced once tenants are identified. A designated lay-by for retail deliveries would be located on Birchin Lane.

The apartments would be sold on the open market and a dedicated management company would be established for the block. A draft Residential Management Strategy addresses secure access, the 24 hour staffing of a concierge desk, upkeep of communal areas and the co-ordination of waste storage and disposal.

The Site is located in a low flood risk area (Zone 1) and in a Critical Drainage Area.

121447

The relocated stalls would include a management office, accessible toilet, store, a refuse store and outside seating. There would be three stalls on Church Street and two on Red Lion Street. An external seating area bounded by planters would be located across a walkway on Red Lion Street.



Retractable shutters would be used to provide shelter when open. The entrance would be at the northern end of Red Lion Street and include a platform lift and staircase to the first floor with a stair on Church Street. A refuse store would be accessed off Red Lion Street. The aim has been to maximise the street presence of the markets. The footway width on Church Street in front of units would exceed 2m when they are open except for in front of Unit 5 where the clear access route reduces to 1,7m.



There would be a roof terrace with seating and tables for customers of the upper floor food units. The upper floor of unit 5 would be back-of-house or stock store. The final distribution and division of units would be determined with Manchester Markets. The units would be constructed from a mixture of pressed and flat sheet aluminium with set back coloured metal backed mesh shutters.

Six 240L Eurobins would be stored at the new site (The traders currently take waste to the Arndale Market). Refuse vehicles would load off peak from Red Lion Street. Deliveries would use a lay-by on Church Street. A platform lift and stairs would provide access to the first floor. It would be used by disabled people and for goods/refuse transfer and its size would meet accessibility requirements.

Waste would be split into the following bins and would be collected daily:

Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc - 1 x eurobins
 Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc – 1x eurobins
 Green - Organic waste (recycled) - food stuffs etc - 1 x 23l bins
 Garden Waste 1x Eurobin
 Black General waste (non-recycled) - all non-recyclable 1 x eurobins

The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

In support of the proposal, the applicants have stated:

- The Applicant has worked closely with the local community and other stakeholders throughout the pre-application process. Extensive consultation was undertaken, including with the existing Church Street market stall holders and the Northern Quarter Forum. The approach of the project team has been to respond positively to consultation comments and to consider these comments as part of the design evolution. Overall the feedback has been positive with consultees welcoming the comprehensive redevelopment of the Site.
- The applicant ASE II Manchester Limited is part of CEG. CEG manages a 10.5 million sq. ft. portfolio of commercial space around the UK which is home to more than 1,000 businesses. The company is also bringing forwards 8,500 acres of land which can deliver 45,000 new homes and 10 million sq. ft. of commercial space.
- CEG's approach is to work with local communities to ensure proposals are evolved that are best suited to the local area, providing solutions for important issues such as integration with existing communities, meeting housing and employment needs, provision of new facilities and enhancing the local environment.
- CEG has a proven track record of delivering strategic projects with a focus on place making; delivering inspired space for lives to flourish, neighbourhoods to grow and for businesses to develop;
- The proposed landscaping and public realm treatments will revitalise this part of the City, into a welcoming destination which is accessible to all.

This planning application has been supported by the following information:

Design and Access Statement (including Waste Management Strategy); Lighting and Landscape and Public Realm Strategy); Archaeological Assessment; Commercial Management Strategy; Crime Impact Statement; Ecological Assessment; Ecological Assessment; Energy Statement; Environmental Standards Statement (Sustainability Strategy); Flood Risk Statement and Drainage Strategy; Residential Management Strategy; Statement of Community Consultation; TV Reception Survey; Ventilation Strategy; Viability Assessment

Environmental Statement: with the following Chapters: Introduction; Construction Management and Phasing Air Quality; Heritage Assessment; Noise and Vibration High Street Manchester – Planning and Tall Building Statement; Sunlight, Daylight and Overshadowing Assessment – Townscape and Visual Impact Transport; Wind; Cumulative Impacts; Non-Technical Summary

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest

CONSULTATIONS

Publicity – The proposals have been advertised in the local press as:

A development accompanied by an Environmental Impact Assessment, a major development, affecting the setting of a listed building and the setting of a conservation area (121375); and,

As a public interest development, affecting a right of way and the setting of a conservation area (121447).

Site notices have been placed adjacent to the sites. The occupiers of adjacent premises were notified (1277 letters 121375 and 632 letters 121447) and 57 letters of objection have been received on 121375 and 15 letters of support.

A further 10 day notification of neighbours (121375) took place when it emerged that some of the tables within the Sunlight, Daylight and Overshadowing Chapter within the Environmental Statement were incorrectly formatted. 9 more objections have been received some of which re-iterate previous comments (all 9 letters came from people who had already objected in response to the original notification) This did not present any additional analysis of the impacts compared with the initial Report, which formed the basis of the previous notification), but merely corrected some numerical errors in some of the tables. It did not affect the analysis or conclusions.

Summary of Objections

Many objectors support the principle of the regeneration / redevelopment of the site but oppose the form proposed. The objections relate to the impact on adjacent Listed Building and the Conservation Area, loss of 20-22 High Street, design and scale, loss of sunlight and daylight, privacy and overlooking and Traffic, Highways and parking.

Design and scale

- Unacceptable in terms of scale, relation to context and nearby buildings;
- Should be a higher quality and reference the traditional brick architecture;
- Would tower over other buildings such as 25 Church Street and would be detrimental to the local environment;
- At 3 x the height of the existing and 2 x the height of the majority of adjacent buildings it would be out of character with the area;
- Scale would be overbearing and out of context with the setting of the Conservation Area where there are no overbearing buildings;
- The mansard roof should start lower down the building to reduce the impression of scale and massing and impact on existing residents;
- Not in keeping with the architectural traditions of the Northern Quarter but a generic high rise that can be found anywhere and will look tatty in 10 years; the proposal disregards the Smithfield conservation area guidance where guidance suggests *'New buildings in Piccadilly, Market Street, Church Street and the southern parts of High Street and Oldham Street should relate to their immediate neighbours which are up to seven storeys high.'*

If the guidance is not be applied rigorously across the quality and character of the conservation area would be eroded. To suggest that the height should relate to buildings further away because it is visible from further away, is an example of circular logic.

The applicant refers to is the Light – but this has a significantly smaller footprint and the tower is set back from the pavement by approx. 20m. High Street is taller in height and at back of pavement. If by 'the illustrative views show that Debenhams is dwarfed.

- That the new plans do look fantastic but the current building is a cracking piece of powerful and distinctive architecture from its era. Its style has largely fallen out of favour but is a building of interest to Manchester. The demolition of 24-6 High Street would be a mistake and would erase a building whose architecture tells a tale of a key part of Manchester's history.

Impact on Non designated Heritage Assets within Site

- The loss of the existing building would have an adverse impact on the City's built heritage and it should be incorporated in the scheme;
- Would have an unacceptable impact on the unique character of the Northern Quarter.
- The façade should be incorporated into the development;
- Irreplaceable buildings which appear to be in good order should be preserved.

Impacts on Amenity

- The construction would generate noise and dust and windows would need to be closed which would be an inconvenience and the full impacts must be fully considered and communicated;
- Adverse impacts on resident's outlook would decrease the quality of their lives;
- Church Street is a busy residential area that is being overtaken by commercial entities which is not sustainable or fair to residents;
- More cafés / restaurants/ bars and nuisance would impact on the Northern Quarter and on the quality of living for long term residents; The permission should be limited to classes A3, B1 and D2;
- The bin store and plant room are directly opposite the entrance to The Birchin on Joiner Street. Rubbish could be left on the pavement opposite the front door with visual impact, smells and increased vermin, as well as difficulties with access for refuse wagons.
- Noise would be audible in adjacent apartments and the scale and massing to Birchin Lane would cause disturbance to adjacent residents due to tunnelling effects;
- It would exacerbate high and unacceptable levels of air pollution through its construction, design (trapping air within canyons created by tall buildings) and following completion due to increased levels of traffic associated with the development;
- It would have inadequate levels of refuse provision;
- The wind impacts have not been adequately dealt with;
- The area around the site would become overcrowded noisy and dark;

Effect upon living conditions of existing residents

Daylight, sunlight and overshadowing impacts

- There is no evidential basis for the conclusions of the Sunlight and Daylight Assessment that impacts of moderate to major significance which might be noticeable to residents would, when considered in the context of the retained levels and the urban context, have an overall effect which would be of minor adverse significance and this needs to be quantified
- It could be argued that the additional impact of a building 3 x higher is unacceptable even where windows already have a low VSC :

- The significance of the effect on windows in Birchin Lane is considered to be of no greater than moderate adverse significance.' (Paragraph 9.122 p. 109, Environmental Statement Volume 1) directly contradicts the evidence of the modelling and demonstrates a clear lack of understanding of the methodology which has been followed. Of 12-16 Church Street, the Environmental Statement states:

'Due to the increase in the scale of the massing on the site compared to the existing buildings and the very narrow separation distance between this building and the site, all of the 23 site facing rooms will experience changes in VSC which are of major adverse significance in percentage of baseline terms.' (Paragraph 9.130 p. 110, Environmental Statement Volume 1)

This does not require any further explanation. Despite these adverse effects on daylighting, the statement concludes that:

'Whilst the construction of the proposal will cause some daylight and sunlight effects which are greater than minor adverse in significance, no further mitigation measures, other than the design of the scheme itself, are offered.' (Paragraph 9.181 p. 117, Environmental Statement Volume 1);

- This development could cause some extreme loss of light for the majority of occupants in some adjacent buildings as the existing building on the site is only 6 storeys. This would be dramatic as many apartments facing the site have just 2 windows, both of which face it. Converted buildings can have unusual layouts with windows lighting rooms other than those they are situated in. The loss of light is more severe than suggested. Reducing any of this natural light will result in some rooms being unusable. The dramatic change in light is recognised in the Daylight and Sunlight Assessment: identifying instances where rooms experience VCS alterations which are of major adverse. The majority of rooms will experience similar levels of changes in NSL. This suggests that the occupants of these rooms are likely to notice a change in the level of their daylight amenity as a consequence of the construction of the proposed development." The height should decrease to 6 storeys to remove these adverse effects.
- If the applicant claims that they do not intend to trivialise the impact of the scheme they should produce views of the building in context on Church Street. The views provided only show 7 of the proposed 22 storeys.

Impacts on Privacy

- It does not afford adequate privacy and no mitigation is proposed; This would restrict the use of adjacent balconies and every room in some buildings would be overlooked;
- Windows would be 7m from windows in the new development. Residents will have to close the curtains and block out whatever little natural light there is. .

Traffic, Highways and parking provision

- More traffic would make congestion worse and affect quality of life;
- How and where would construction vehicles and staff gain access for parking and unloading without causing a hazard or inconveniencing neighbours;
- Closing the back streets entirely to non-essential traffic should be considered to create a better environment and reduce traffic noise and impact;
- Some integral parking should be provided. Surface parking has been lost. The Tib Street development has 60 spaces within the Church St MSCP and there should be a similar provision here. It would increase on street parking.

Impact on Markets

- The market which has operated for 50 years and is a bustling commercial environment which attracts shoppers and tourists to the area would be destroyed. The impact would be catastrophic on business within the market area and will eradicate the livelihoods of the market stall holders which are all small businesses.
- The proposal is not in keeping with the area and will damage the community and culture which has developed around the market stalls, customers and visitors. The unique character of the neighbourhood will be eradicated as a consequence of the development.
- There has been a complete lack of information from both proposed developers and council officials in relation to what is happening in terms of the proposed relocation of the market to the adjacent side of Church St.

Other Issues

- The proposals are contrary to the Core Strategy policies DM1 and H2.2, the NPPF and Practice Guidance in relation to paragraph 25 and the Guide to Development.
- A live music venue would be lost which is killing off night life and shopping. The Ruby Lounge is one of the last places that real Mancunians can actually enjoy themselves;
- The lack of affordable housing is unacceptable;
- Inadequate consideration of how emergency vehicles would access and deal with fires around the site which was an issue recently at Pall Mall House;
- The public consultation was flawed as it asked questions relating only to the principle and not the form of development or options;

- Property values would decrease;
- The new residents would put unacceptable strain on infrastructure including dentists, GP's and access to green space;
- The apartments are rental only which will lead to a transient population which is not compatible with the creation of a sustainable community;
- The Planning Department can ascertain from the developer's financial viability appraisal that scaling back the height and density by several floors is feasible without making the scheme unviable;
- The Church Street market stalls are important to the Manchester Community and should not be removed;
- The council have done a tremendous job of marketing Manchester to the country, and the world on the basis of its industrial heritage. Individual areas of the city should maintain their individual personalities. The council has implemented an excellent programme of building high-rise apartments in other areas of the city to accommodate the growing population, where they are less intrusive on the existing buildings. If the Northern Quarter is to maintain its identity, and to deliver on the promise extended to those relocating to Manchester of a quirky, independent environment, this location needs a building which respects and preserves its traditions: a building where independent retailers can still run their one-of-a-kind second-hand bookstores and organic groceries;
- The Light Hotel only occupies the upper floors of the building floors 1-9 are residential and this is not reflected in the submission;
- The creation of a city comprising high rise buildings is rendering it inhospitable catering to the needs to wealthy developers rather than its citizens.
- An additional point raised to those set out in the report is the lack of on-site affordable and/or social housing. There is a pressing need for this and the committee cannot keep allowing developers to profit without adequately addressing this.

The developer of the adjacent development site at the junction of Red Lion Street and Church Street has requested that the continuity of the delivery of their development is considered as part of any Construction Management condition attached to any consent granted.

Commenting following the re-notification, one objector made some specific comments on the Sunlight and Daylight analysis

This has examined Church Street in more detail as the street with the most affected windows, (although notes that the windows of the properties on Bridgewater Place and Birchin Lane (Joiner Street) will be considerably more adversely affected due to their closer proximity to the proposed development)

They note that on floor 1 of Church Street the angle of obstruction from the centre of the windows as a result of the proposal will be **70 degrees**. On floor 6 the angle of obstruction will be **64 degrees**. On Bridgewater Place and Joiner Street the angle of obstruction is greater than 80 degrees on floor 1.

They state that according to the BRE Guidelines, the target for VSC should be 27%. If VSC is between 5% and 15% it is very difficult to provide adequate daylight unless very large windows are used. If VSC is less than 5% it is often impossible to achieve reasonable daylight, even if the whole window wall is glazed.

Therefore, according to their analysis and the BRE guidance, it would be impossible to achieve reasonable daylight to any windows below the 6th floor in Church Street due to the obstruction caused by the proposal.

A similar analysis can be conducted from the data in Appendix 9.2 of the Environmental Report. According to this data, as a result of the proposal 163 of 277 windows on Church Street will have a VSC of below 15%, and 52 windows will have a VSC of below 5%.

In other words, it would be very difficult to impossible to provide adequate daylight to the majority (59%) of affected rooms on Church Street due to the obstruction caused by the proposal.

- They also note that the authors of the Environmental Report state that BRE Guidelines do not constitute planning policy:

'The advice it gives is not mandatory and should not be used as an instrument of planning policy... In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the heights and proportions of existing buildings.'

(Environmental Report, p. 93)

It is their contention that BRE are recognised expert witnesses concerning daylight assessment and they do believe their guidance is pertinent and represents a reasonable interpretation of the relevant areas of planning policy concerning daylight and sunlight, as listed below:

National Planning Practice Guidance:

'Some forms pose specific design challenges, for example how taller buildings meet the ground and how they affect local wind and sunlight patterns should be carefully considered.' Paragraph 25 (Reference ID 26-025-20140306)

Local Planning Policy:

'The Council will not allow development which will have an unacceptable impact on residential areas.'

Policy H2.2, Saved Policies of the Manchester Unitary Development Plan (2007)

'All development should have regard to the...effects on amenity, including privacy, light...' Policy DM 1, Manchester Core Strategy (2012)

'It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones...'

'New developments must respect the amenity and character of existing homes...'
Paragraphs 2.14, 11.37, Guide to Development in Manchester, Supplementary Planning Document and Planning Guidance (2007)

Nonetheless the applicants suggest that the proposed development represents an example of 'special circumstances' where the BRE target for VSC of 27% should not apply, as this 'requires that there is no obstruction in front of the window that is higher than 25 degrees' which is 'rarely achievable in an urban or City centre environment').

Citing Appendix F of the BRE Guidelines, they note that the authors of the Environmental Report propose instead that in a city centre:

'A typical obstruction angle from ground floor window level might be close to 40°. This would correspond to a VSC of 18%, which could be used as a target value for development.' (Environmental Report, p. 100).

They have therefore examined the applicant's proposed VSC target of 18% to study the impact this would have on the massing of the proposed development. As shown below, this would result in a massing that closely matches the heights and proportions of the existing buildings on Church Street, as both the BRE guidelines and the Smithfield Conservation Area Statement recommend. However, the design as proposed does not appear to take any account of the implications of this target.

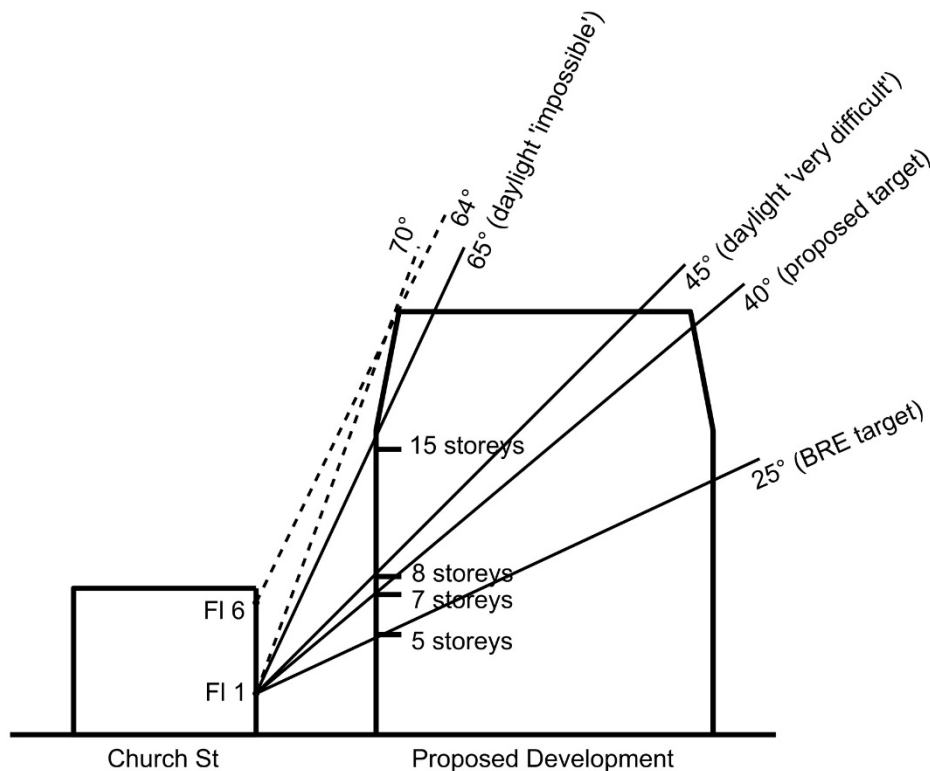
They note that BRE Guidelines recommend that a 'limiting envelope' is generated, 'giving the maximum size of the development for loss of light to remain within the BRE guidelines.'

They note that the architect has undertaken a similar process very successfully at Broadcasting Place, Leeds, where the form of the building, placement and shape of the windows was optimised for daylighting

As an indicative exercise they have taken the BRE target of 27%, the proposed target of 18%, as well as notional reduced VSCs of 15% – described by the BRE as 'very difficult to provide adequate daylight' – and 5% – described as 'impossible to achieve reasonable daylight' – and overlaid the corresponding obstruction angle from Church Street onto the massing of the proposal.

If the BRE target were to be met, the proposal should be limited to 5 storeys. If the applicant's own target of 18% were to be adopted, the proposal should be limited to 7 storeys approximately the same eaves height as the existing buildings on Church

Street, If a notional target of 15% were to be adopted, the development should be limited to 8 storeys. Even if a target of 5% were to be adopted, the proposal should be limited to 15 storeys.



Daylight	VSC	Obstruction angle	Storeys
BRE target	27%	25 degrees	5
proposed target	18%	40 degrees	7
'very difficult'	15%	45 degrees	8
'impossible'	5%	65 degrees	15

Instead the proposal has an arbitrary height of 22 storeys. As the above drawing shows, the mitigating impact of the proposed mansard setback from floor 16 upwards is negligible.

Clearly the proposal does not 'miss' BRE targets by an incremental amount, but systematically fails to meet either BRE targets or the proposed targets set out in the Environmental Report. Despite this, the Environmental Report concludes that there will be 'Negligible to Moderate Adverse effects on the daylight and sunlight amenity to the surrounding residential properties'

In relation to the modelling of daylight (ADF) they note that the 'Sunlight / daylight analysis specifically prompted the inclusion of light glazed bricks and reduced façade depth to aid light reflectance into neighbouring buildings'. It is not clear how the modelling undertaken has accounted for reflected light from the proposal however they note that the BRE Guidelines state that:

'Maintenance of such surfaces should be planned in order to stop them discolouring. And often the benefits may not be as great as envisaged, partly because of ageing of materials and partly for geometrical reasons. The vertical surface of an obstructing building will only receive light from half of the sky. If it is itself obstructed, less skylight will be received and reflected. Thus even if it is light coloured its brightness can never approach that of unobstructed sky.'

They note that no maintenance strategy has been provided.

They also note that according to BRE Guidelines and BS 8206-2 Code of Practice for Daylighting, an ADF of 5% is recommended for a well day lit space and 2% for a partly day lit space. Below 2% a room will appear dull and electric lighting is likely to be turned on. BS8206-2 recommends minimum values of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. There are no recommended maximum values, however 'achieving 2% in living rooms, for instance, will give improved daylight provision, and 3% or 4% would be better still' (BRE Guidelines, p. 4

The modelling that has been conducted does not show the total number of rooms that will be affected by reduced ADF. However, throughout the Environmental Report, the authors refer to the base minimum standards from BS8206-2 as 'recommended levels' (see pages 108, 110, 111, 115, 116).).

They believe that it is not clear how the modelling takes the supposed reflectance. Into account, and the modelling of the neighbouring buildings has been simplified. For example, the depth of the window reveals and fenestration have not been correctly modelled in detail. It is also not clear what assumptions have been made about room areas in the calculations. This will have a significant impact on the ADF measurements stated.

Even taking these assumptions into account they note that the analysis shows that BRE minimum standards for ADF are not met.

In relation to the public consultation they note that the Statement within the submission about the public consultation that was conducted are factually incorrect as at no point was feedback on the actual submitted design sought. This is confirmed by the Statement of Community Engagement in the Design and Access Statement (p. 37). The timeline of Design Evolution (pp. 42-43), also shows that no consultation was conducted between 'Massing Options' in 2017 and 'Massing Finalised' in early 2018.

Initial massing options are described by the architects as 'unsatisfactorily disjointed and overly tall' (p. 42). One option appears to show a step back at lower level to Church Street (lower right corner). This option is rejected in favour of the final massing, which appears to be the same height as those described as too tall. There is no evidence to show that the impact of the different massing options on levels of daylight has been tested as per BRE Guidelines, and at no stage were any of the proposed massing options depicted in the Design and Access Statement presented to the public.

Whilst the re-notification related just to issues with data presentation within the submitted Sunlight, Daylight and Overshadowing Chapter of the Environmental Statement a number of previous objectors have re-iterated their previous comments which are detailed above. However, some additional comments have been made as follows:

That the scale and location of the commercial refuse store is inappropriate, making it likely that commercial refuse will be left on Birchin Lane or Church Street for indefinite periods of time.

That noting a new plan provided to show Refuse Vehicle access to Bridgewater Place and a Consultation Response from Deloitte which states that:

Turning movements at the Bridgewater Place have been reviewed and no longer encroach on kerbs/buildings. It is, however, likely that most service vehicles will exit Birchin Lane via Bridgewater Place rather than Church Street, avoiding significant reversing movements. (Consultation Response, p. 11)

Points out that Bridgewater Place is a cul-de-sac. Service vehicles will be required to reverse regardless of exit route. Furthermore, despite the additional commercial units proposed for the site an existing loading bay on Church Street has been removed and replaced with a half-width bay on Birchin Lane. This bay will be in frequent use, potentially blocking access to Bridgewater Place for both waste disposal and emergency vehicles.

Manchester Conservation Area and Historic Buildings Panel – The Panel felt the existing building to be poor but has more significance as not many of this architectural style remain. Its massing relates well to other buildings in the conservation area and it fits in with 22 High Street and Debenhams. They questioned how the demolition of the existing buildings and the erection of the proposed would contribute positively to the character of the conservation area. There is generally a uniform building height on High Street and the proposal would have a detrimental impact on Debenhams and dominate the street scene.

They were disappointed that it paid no regard to 22 High Street. The High Street elevation of Debenhams is especially sensitive. They felt the building was generally high quality in terms of its design and detailing, well-articulated using high quality materials. They had concerns over the details on the Mansard, stating it would be difficult to get this detailing right, over the bizarre non 45° corner on Church St. They also felt that the dormer/bay windows looked too busy and the scheme would improve if nearer the precedents the applicant had proffered. While the Panel felt ceramic buildings often exude quality they questioned whether different texture, colour and/or a larger module at lower levels would weather more successfully in this harsh urban environment. They advised that the building clarify the hierarchy of entrances and there should be more grandeur and scale to the residential entrance.

Whatever the merit or not of the existing building, its main function is the setback which allows the market stalls to be there and forms an 'easy' corner between High St and

Church St. This area is an important connection between the Northern Quarter and High Street. The proposal would continue a forbidding line of development on High Street and increase the disconnection to the Northern Quarter.

The proposal should preserve the building line on Church Street and retain no. 22 High Street. The building would then subtly respond and relate to its surrounding buildings. They considered the market stalls to be in a good location and an important nodal point between the Arndale Centre and the Northern Quarter and also provided an important pausing point. The scheme would not enhance the character of this part of the conservation area. They considered it to be a standalone building which would have a detrimental impact on surrounding buildings. The Panel would like to see the new markets moved and relocated before any approvals are given and development commences. The Panel noted that this is a fundamental building/site in the conservation area.

Places Matter – Made a number of observations on the proposals at a pre-application meeting which are summarised as follows:

Architecture and Massing

- The whole city block sits on a prominent corner, which is capable of taking this scale of development, in an area that currently lacks any consistent form.
- The metropolitan scale of the proposal was felt to be refreshing and a really interesting response to the pressures of accommodating additional upper floor space.
- The way the building hit the ground, with the invitation to enter the courtyard helping to break up the mass at ground floor and drawing people through the building through the use of space and the proposed market stalls was supported.
- More should be made of the key entrance point on Market Street, which needs a more exaggerated scale to make it yet more metropolitan and to really tell people that there is a courtyard behind.
- The oversized door to Debenhams could be translated across to this block and you should seek to ensure that the lines from that building read across to the new building.
- The proposals were considered to be almost too reverential to Debenhams and there was encouragement to explore raising the Church Street / High Street corner.
- There is a strength and elegance in the overall approach and the panel was

tantalised by how close you are to creating something that Manchester does not currently have, but you must ensure that daylight and life style quality for residents are maintained.

- Materiality above the cornice line will be a critically important decision; currently the visuals show the scheme as all one material. It could be different and you should consider how best to address the corners of the building and whether High Street / Church Street is the major corner of the building
- The ordering of the façade, with its mathematical rhythm and connections across to Debenhams was commended.
- References to mirror London Mansion Blocks were supported along with the intention to create an exaggerated Mansard above the cornice line and “melt” the roofline.
- The position of the string course was considered to be critical in maintaining the scale and clarity of the proposition in context with Debenhams.
- The option for retaining the existing older building adjacent to Debenhams was debated and it would have been interesting to see how that might have ‘bookcased’ the two buildings. On balance the scale and challenge of the block itself was seen as most important.
- Material choices should seek to retain the lightness of the bundling, which was felt to be very interesting. It was stressed that in creating a building of such scale, the requirement for high quality materials and detailing must match this imposing scale.

Landscape and Public Realm

- The approach to seeking to channel people through the building and make the links between the Arndale Centre and the Northern Quarter was supported.
- Noting the robustness of the surrounding public realm there is a need for weighty materials and strong edges, which need to be maintained and carried through in to the building courtyard.
- Given that this is a proper city building block and the Birchin Lane side could be a very interesting space if brought fully in to the courtyard. Similarly, the service zone to Bridgewater Place needs to be wrapped in through the use of high quality materials.
- At 18m2 the courtyard is not a big space and you should strive to make it bigger if possible and see how it might add more daylight to the lower apartments.

- Internal arrangements need further consideration such as other options for entering the residential elements via the courtyard and the position of the bike store was felt to compromise the courtyard in terms of drawing people in and in maximising the opportunity for retail and market uses.
- The notion that the courtyard could be a hybrid space, somewhere between a courtyard and a covered arcade, was supported, so long as it retains a sense of being 'of Manchester' and does not move towards becoming a slick city solution.
- Integration with the wider public realm will be critical to the success of the space.

Summary of Support

- High Street and Shudehill areas are unpleasant and intimidating and it is abundantly clear this part of the city is crying out for investment. The scheme would help to redevelop the area, making it feel like an active, dynamic and welcoming part of the city, bringing retail and residents to the area. It is hard to argue that this proposal could have anything but an incredibly positive impact on its surrounding environment.
- This is not a “carbuncle” nor is its style and scale inappropriate. It is bookended by the Arndale Tower, which has sat 20 metres higher than this for several decades, as well as the The Light and Aparthotel Building a much more recent scheme of a similar height. These demonstrate that a taller structure would not look or feel out of place at the site. This would be a landmark building which would score highly and stands far above many recently-approved schemes. The white brickwork and ornate detailing means it pays great respect to the neighbouring Debenhams building, and acts as a homage to a number of historical buildings in Manchester, including Sunlight House and the House of Fraser department store.
- The proposal would bring new retail opportunities and help to expand and diversify the central retail area and the increase in residents would bolster neighbouring businesses, particularly independent businesses.
- Some objectors state that the scheme offers only luxury apartments, out of the reach of many. As somebody who has rented in the city centre for six years, I welcome that the residential and rental market has and is becoming more diverse. This puts power in our hands to select from different price points and levels of accommodation, ultimately giving us freedom to choose. The healthy competition in city centre property over the past two or three years has been to the benefit of renters and the homes provided in this proposal will act as an extension of that.
- The building is of the highest quality and will regenerate a very run down street and area. The building is sympathetic to Debenhams, would maintain

the street interaction and the atrium walkway would be an asset to the Northern Quarter.

- The building is absolutely gorgeous, and it will give a much-needed lift to this part of Manchester. It's beautiful, and in no way is this a "carbuncle". High Street is a total mess. It's dire, dreadful and a disgrace. The current buildings are dross. Something just has to be done to smarten up this grim grimy part of town, and this proposal is just perfect.
- While other areas on the fringes of the city centre have developed with a clear plan and impressive new buildings, this area has been neglected in comparison. High Street is a mess, reminiscent of how things probably looked when the city was desperately struggling in the 1970s etc. The proposal would massively improve the street and create a template of excellence for the immediate vicinity.
- Having lived opposite this site for 2 years, and in the Northern Quarter for 6, I left the area last year because I felt it was getting worse, more degraded and more dilapidated. This site in particular, and all the way up to Shudehill, is the worst part of the city centre and desperately needs a quality development to help turn it around. This is that development. Please do not reject it, for the sake of Manchester and this area specifically.
- Many ugly, overbearing buildings which have won planning approval in Manchester in recent years, but this is not one of them. The architects have worked up a stunning, quintessentially Mancunian building. Its mansard roof is a modern interpretation of the Art Deco style - which will contribute a completely unique architectural style to Manchester's already diverse streetscape.
- The proposed is a step up in ambition and quality. It will encourage further development in neighbouring plots, produce revenue for the city council, via council tax and local spend and provide more workers for the burgeoning businesses, without the need for private or public transport. A quality addition, smaller in height than the Arndale Tower and only a small increase from the neighbouring Light Tower, gives coherence with the sloped Mansard roof ensuring the building is not overbearing. The building utilises the full footprint of the plot, as is befitting a city centre location, with buildings such as 1 St Peter's Square and offers retail use and permeability, to encourage footfall in and around, to the neighbouring streets.
- The current building is an unloved eyesore of no great architectural importance and has dragged the streetscape down for far too long. The proposal is sympathetic to its neighbours such as Debenhams and Primark and a thoroughly modern development. It is the kind of quality proposal that you simply don't see outside of London all too often, and is just the shot in the arm High Street needs to encourage further development.
- I am perplexed as to why this has been subject to such harsh criticism by Councillors. This is one of the best proposals I have seen in Manchester for a

number of years.

- It is ridiculous to try to protect this awful run down building.
- This is a proposal of exceptional quality for once it's not a 'straight up and down' tower, or a 'new London' brick aesthetic- it is something very different. Mercantile rather than industrial in its confidence, this building would define a new chapter in Manchester's urban growth.
- If the committee do reject the application, it would be the council's duty to produce a 'Northern Quarter/Retail District' Strategic Regeneration Framework (SRF) to guide developers on what the council and its planning committee want to see the Northern Quarter and the Retail District develop into. These two areas – and Piccadilly Gardens – have been completely neglected over the years as the city centre has expanded and created new districts on the edge. Encouraging improvement and investment into the area is a must if Manchester is to continue its impressive growth trajectory, which is creating jobs and wealth for people across the region and making Manchester the most exciting city in the UK.
- Some comments made by some members of the committee do not display Manchester in a positive way to developers and investors. It has always been Manchester's strong point that as a city it is 'open for business', fostering good relationships with developers and investors from all around the world to help contribute to Manchester's dynamic regeneration. This strong and positive relationship must continue to allow the City to continue to grow to become one of the best places in the world to grow up, get on and grow old.
- There has been a lot of negative commentary from a few councillors regarding the application as well as a minority of vocal Northern Quarter residents trying to rally opposition to this. This has included activity on social media attempting to stoke up discontent amongst Mancunians. The opposition by some is quite surprising, the message of the refusal of this investment and of such a high quality scheme would not be one of a city open for business.
- Grounds for refusal of this application on specious grounds such as "out of scale". Or "would have an adverse impact on the City's built heritage" would send out an awful message to developers. You might as well put up a sign saying Manchester is now pickled in aspic and closed for business.
- Members are urged to support a development that really will serve as a bastion of quality design in an area of the city that sorely needs an uplift.

121375

Ward Councillors – An objection has been received from Councillor Wheeler which states that the application does not meet council policy on affordable and social housing, offers a derisory amount of \$106 for the scale of development, and makes no real contribution to the ward. No Mancunian is spending £450,000 to overlook the Arndale.

Councillor Adele Douglas notes that Historic England has recommended that the proposals are refused, or resubmitted in 'significantly amended form to take more account of the conservation area character and the associated scale, height and grain. This would require significantly reducing the overall scale of the development and reconsidering its form.'

She believes that the impact of the proposal on the historic setting of the Smithfield Conservation Area would be large, as it would dominate the views and remove attention from the heritage assets in the area.

She is also concerned about the responses given by the developer to these concerns; the applicant seems to be suggesting that because the site is nearer the edge of the conservation area that it is acceptable for the edges of the conservation area to be eroded in quality and character – She is aware that there is current work on the reassessment of the Conservation Areas but this has not yet happened and it is for officers, not developers, to decide where these boundaries lie. Additionally, to have a scale relating not to the conservation area but instead to 'large retail and commercial palaces' further away in the city does not seem in keeping with the spirit of either the planning laws nor the heritage protection guidelines. To suggest that it is appropriate for the upper levels of a building to relate to further distances away, simply because it is visible from further away, does not make sense, especially when not taking into account the effect on the buildings in the direct area.

She would welcome a refreshed proposal that is more in keeping with the area and that has a neutral or positive impact on the heritage setting, as at present this one has a negative impact.

Historic England – Have concerns on heritage grounds. Given the mixed significance, they would have no objection to re-development in principle. The incorporation of ground floor commercial units and courtyard is welcomed the loss of the market stalls would affect vitality. 20-22 High Street contributes positively to the conservation area in townscape terms and its demolition would cause harm. The conclusion within the Heritage Statement that the building as a whole has low aesthetic value is misleading, given the front elevation is very fine and clearly makes a positive contribution to the conservation area.

Re-establishing the historic street layout is welcome and relates architecturally to the civic character of many early 20C buildings, but they have serious reservations about its form, bulk, mass and height. Its massive proportions and ungainly mansard form, is accentuated by the pale materials and the repetitious architectural treatment resulting in a monolithic and top heavy appearance. The building would be much larger than the Ryland's Building with a dominance that is out of scale and character to its surroundings. They believe that it would cause harm to the conservation area, particularly the townscape character and skyline along High Street.

They note that all development should comply with section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires that special attention is paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Section 66 of the Act also applies in relation to the setting of

nearby listed buildings. Developments should respond to local character and history, and reflect the identity of local surroundings and materials (NPPF 127). They state that while the development responds in part to its context architecturally, the loss of the existing historic buildings at 20-22 High Street and the scale and mass of the replacement building would cause harm that neither sustains or enhances the significance of heritage assets (NPPF 192), nor preserves or enhances the character and appearance of the conservation area. They consider that this harm lacks clear and convincing justification (NPPF 194), given that other historic buildings have been viably retained and converted elsewhere within the conservation area and recent new development nearby is of a much lower scale.

They note that the resulting harm would, therefore, need to be judged in relation to any public benefits that the proposals may bring (NPPF 196) but that it is still necessary for the justification for the harm to be fully credible.

They recommend that the proposals are refused or withdrawn and significantly amended to take more account of the conservation area character and its scale, height and grain. Its scale should be reduced significantly and its form reconsidered to reduce the harm to the conservation area and better relate to other buildings along High Street. Retaining 20-22 High Street would also help to preserve and enhance the character and appearance of the conservation area.

Following a response from the applicants to these comments they made the following additional comments:

Many historic buildings have been replaced by undistinguished late 20C buildings, such as the Arndale Centre. These are to the west of High Street and outside the conservation area. However, the eastern side of High Street from Shudehill southwards has a number of fine historic buildings which form an attractive townscape, with the exception of 24-36 High Street and are within the Smithfield Conservation Area. The proposal would harm this character and appearance.

The Rylands Building and 20C historic buildings on the junction with High Street form an important focal point visible from High Street. Debenhams remains a key landmark building in visual and perceptual terms within the shopping centre area, with its corner turret clearly visible in the approach along High Street from the north.

The buildings on High Street within the conservation area have a reasonably regular building height, with a range of 5-8 storeys. The exception is 24-36 High Street, with a podium that is much lower and out of character in the street. This allows views of the Light Apartments to the rear, which are otherwise set well back from High Street. If the site was re-developed on a more contextual basis, respecting the existing heights along High Street, this would both enhance the conservation area and largely remove the prominence of the Light Apartments from the street scene.

The Arndale Centre is not dominant in terms of height on views along High Street and its mass respects heights on the street. However, it relates poorly to the historic buildings opposite because of its poor architectural quality, horizontal form and lack of architectural variety. The Arndale centre should not be used to justify further development that is poorly related to its context.

They also comment as follows:

1. The loss of market stalls would affect street vitality but they welcome the proposal to develop a market to front the Church Street multi-storey car park.
2. The options appraisal and viability assessment are matters for the Council to consider. 38 High Street was re-developed at 8-9 storeys and the site on Tib Street has been re-developed at a similar scale. Clear and convincing justification why re-development at a similar height is not viable would be required to satisfy the requirements of the NPPF. We disagree that developing the whole site would be beneficial to the street scene given that the existing building at 20-22 High Street clearly makes a positive contribution in heritage terms.
3. The assessment of 20-22 High Street as having a “low value” is not credible. The building was design by local architects of good reputation and has a fine frontage onto High Street in the classical style, incorporating some highly attractive and characterful stone detailing. A site visit would enable its qualities to be appreciated.

It is not within their remit to comment on the viability assessment but note that an argument has been made regarding the lower height of 20-22 High Street resulting in a “disjointed” streetscape if it is retained. However, the existing building is well related in terms of its character, form and appearance to other historic buildings within the conservation area. Indeed, the Ryland’s Building steps down to better relate to it. Replacing it with a proposed building of such massive proportions that is out of scale with its surroundings is far more likely to result in a disjointed streetscape. They remain concerned on heritage grounds

TfGM (Metrolink) – There is critical operational Metrolink traction power and communications equipment in the basement of 22 High Street and any impact could cause major disruption to significant sections of the network. The equipment would be retained within a smaller basement. A strategy must be agreed to fully protect the network from disruption and ensure there is no damage to infrastructure or disruption to service during the development. An access, fire, ventilation and maintenance and security, strategy is required to enable Metrolink to operate effectively once the works are complete. Other related issues have been considered in relation to working safely near Metrolink, noise and vibration, mitigation of thrown objects from the roof gardens and Overhead Line Fixing (OLE) and replacement and a number of conditions relating to Protection strategy for TfGM equipment within the basement of the building; Protected, safe, secure and convenient 24 hour, 7 days per week access; Working Safely Near Metrolink; Noise and vibration mitigation; Mitigation of thrown objects from roof gardens; and inclusion of OLE fixing have been recommended.

TfGM are working with the developer to arrive at a commercially suitable solution for the loss of the basement space which will run in parallel to the technical protection solutions. There have been no discussions to agree the Commercial Deal in relation to their interests in the site.

Head of Highways- Have no objections subject to agreeing a Servicing Management Plan, the adoption of a Travel Plan, the submission of a Construction Management Plan, making good for footways and improved lighting being attached to any consent granted.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the , mitigation of vibrations from the tram network, acoustic insulation of the premises and any associated plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, the hours during which deliveries can take place, the management of construction and the investigation and treatment of any contaminated land be attached to any consent granted

Greater Manchester Police (Design for Security) – Have no objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections and note that no evidence of bats was found and no further information or measures are required. They have made recommendations about elements to enhance biodiversity.

Flood Risk Management Team – Have recommended conditions to ensure surface water drainage works are implemented and verified in accordance with Suds National Standards.

Environment Agency - Have no objections but recommend conditions to mitigate risks to adjacent ground and controlled waters; that guidance set out within their document 'Guiding Principles for Land Contamination' is followed; and, a condition to prevent unacceptable risk to groundwater from piling.

United Utilities -Will have no objection providing specific conditions ensure that no surface water is discharged either directly or indirectly to the combined sewer network and the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – A desk based archaeological study concludes that the site is likely to only contain heritage assets of negligible archaeological interest and very low heritage significance. They accept these conclusions and recommend that no further archaeological work is necessary.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide report of local labour achievements.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

Manchester Markets - Have confirmed that on the basis that the current Church Street Market will not be removed without the replacement market stalls on Church

Street being constructed and that current traders can be located to those units should they wish, that they have no objection to the applications.

121447

Head of Highways Final comments: MCC Highways have no objections in principle but concur with TfGM (see below) in terms of concerns about pavement widths on Church Street and pedestrian safety.

TfGM - Given the high level of footfall anticipated along this frontage from the bus stop and the market stalls, they consider that the narrow footway has potential to create a conflict between pedestrians and vehicles with pedestrians potentially overspilling into the highway. TfGM would raise severe highway concerns.

They have also given advice about the minimum distances that there should be bus stop infrastructure and kerbside features. 600mm is therefore the absolute minimum clearance required.

They also noted concerns about loading in the bus stop which could affect sightline visibility, the free flow of traffic along Church Street, and interfering with passengers to the detriment of highway safety.

Manchester Markets – Have no objections providing that the existing traders can be rehoused in Church Street/Red Lion St and the developer meets all costs. However they have concerns about the independent retail offering so close to the Arndale Food Market given that the Arndale Centre is now opening a new food court

Head of Environmental Health - Have no objections subject to conditions in relation to fume extraction, hours of operation, hours during which deliveries can take place and the acoustic insulation of any plant and associated equipment.

Greater Manchester Police (Design for Security) – Have no objections subject to compliance with the recommendations of the submitted Crime Impact Assessment.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

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

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement to the City's economic performance and seeks to spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment sources.

SO3 Housing - supports a significant increase in housing at sustainable locations throughout the City, to address demographic need and support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the attraction of the city and the strength of its economy. Economic growth requires housing for the workforce in attractive places.

SO5. Transport - seeks to improve physical connectivity through sustainable transport networks, to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation. This is a highly accessible location, close to public transport and would reduce car travel. .

SO6. Environment - the development would help to protect and enhance the City's 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
- improve recreational opportunities; and
- ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of

sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing 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.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – The development would be highly sustainable and would deliver city living. It would be close to sustainable transport, maximise the use of the

City's transport infrastructure and would enhance the built environment, create a well-designed place and reduce the need to travel.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment in the commercial units and relocated market stalls as well as the building management on completion and assist in building a strong economy and assist economic growth. It would complement a well-established community and contribute to the local economy as residents using local facilities and services.

The proposal would help to create a neighbourhood where people choose to be by enhancing the built and natural environment and creating a well-designed place that would enhance and create character.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal fulfils this aim by helping to create a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The Site has a Greater Manchester Accessibility Level (GMAL) of 8, the highest level of accessibility. It is easily accessible for pedestrians and cyclists, and by a range of transport options. Metrolink stops at Market St, Shudehill and Exchange Square, Victoria and Piccadilly Train Stations and Shudehill and Piccadilly Garden exchanges are all nearby.

A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journeys. The proposal would contribute to wider sustainability and health objectives and help to connect residents to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improvements to pedestrian routes are proposed and the pedestrian environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone - The proposal would be an efficient, and high-density in a sustainable location within part of the City Centre identified as a key location for residential development. It would make effective and efficient use of land to provide homes. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

The proposal is for a dense development, within an area identified for housing growth. This is a previously developed site and the proposal would contribute to the

ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different household needs.

Housing is required in locations that would support and sustain Manchester's growing economy. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 25,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below.

Manchester's economy continues to grow and investment is required in locations that would support and sustain this growth. The commercial units and the relocated market stalls would complement the existing mix of uses.

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) – Within the NPPF sections 11 and 12 point out that planning policies and decisions should support development that makes efficient use of land, this includes taking into account: 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. 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 in an area, so long as they fit in with the overall form and layout of their surroundings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

The proposal has been the subject of consultation. The design has been considered by a range of stakeholders including Historic England and Places Matter whose comments have informed design evolution. The scheme proposes a building whose quality and appearance would complement the high standard of design in the area. It would be a high density development and seeks to maximise the use of the site promoting regeneration and change. It would improve the functionality of the site. This would be a large scale intervention but would complement the organic growth which has taken place in the Northern Quarter over the past 25 years and would not have a detrimental impact on the prevailing character of the Conservation Area or the setting of the listed Ryland's Building. It would enhance quality in the

area and introducing complementary activity that will add value. The form of development and its ground floor layout, would improve legibility, visual cohesiveness, connectivity and integration.

This is a tall building but the scale proposed is considered to be acceptable in this location and would contribute to place making. It would be of a high quality and would raise the standard of design in the area. The design would respond positively at street level. It would reinforce the cohesion of the urban form, improving the character and quality of a site whose appearance is poor. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

In terms of the NPPF the following should also be noted:

Paragraph 192. In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

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 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

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

Paragraph 201 points out that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. It states that the 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

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, have demonstrated that the development would have a beneficial impact on the surrounding area.

The proposal would redevelop an underutilised site. 24-36 High Street is a negative element within the Conservation Area. 20-22 High St a non designated heritage asset, enhances the streetscape from certain viewpoints, its location within an area of low townscape value however means that its contribution to the understanding and appreciation of the character of the Conservation Area as a whole is limited when read against the current condition of 24-36 High Street. Therefore, in the context of this wider island site, it does little to engage with or contribute to the streetscape or the character of the Conservation Area. Whilst it does make some contribution to townscape, its contribution to the significance of the conservation area is low. Overall therefore, the site makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. It is considered that the loss of the buildings on the site would result in less than substantial harm to the character of the Conservation Area as a whole and this needs therefore to be weighed against the public benefits to be derived from their loss.

Owing to the fragmented character of the street block of which it forms part, the impact on the setting of the adjacent listed building would be less than substantial and this harm also needs to be weighed against the public benefits.

The quality and design of the proposals would sustain the value of the key heritage assets as there are substantial public benefits which would be derived from the proposal which would outweigh the harm caused by the loss of the existing buildings. That harm is necessary both to secure those benefits, and fully realise the optimum viable use of the site and secure its wider potential in urban design terms.

The site does not best represent the character and appearance of the Smithfield Conservation Area. It is necessary however to consider whether the loss of 20-22 High Street would sustain the significance of the heritage assets and would preserve or enhance the character or appearance of the Conservation Area and the setting of the adjacent listed building. Much of the site currently has a negative impact on the setting of these assets and the introduction of a good quality building that would make a positive contribution to the townscape and cohesively engage with and properly address the street block would make a positive contribution to the townscape and enhance the setting of those heritage assets.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

- Saved UDP Policy DC20 (Archaeology) – It has been concluded that there is virtually no likelihood of any significant remains surviving below ground level and as such that the development would not have an impact on any potentially significant remains on the site.

- NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition, the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the development would be managed to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change). The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development. A number of measures to improve biodiversity are proposed. The Report concludes that, the proposals would have no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

DC22 Footpath Protection - The development will improve pedestrian routes within the local area through ground floor activity and repaving. Previously lost pedestrian linkages would be reinstated.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and

- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

10Other Relevant City Council Policy Documents **Climate Change**

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 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) 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. 1.3 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 we will take to become energy-efficient, and investing 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 alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

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

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

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within

both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed commercial units and the enhanced offer of the relocated market stalls and a further addition to the current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

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

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Conservation Area Declarations

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area.

The Conservation Area Brochure contains specific advice on the parameters that are appropriate in terms of an approach to Development Management and achieving improvements and enhancements to the area. Whilst this is only advice it does reflect the expectations set out in the City Council's Design Guide SPD and Core Strategy in respect of new City Centre developments particularly within Conservation Areas. This is summarised below as far as it relates to this development:

- The south-west part of the Conservation Area is composed of large buildings, and any new development here is likely to be designed on a substantial scale.
- New buildings in Piccadilly, Market Street, Church Street and the southern parts of High Street and Oldham Street should relate to their immediate neighbours which are up to seven storeys high.
- The main criterion in urban design terms in this area relates to the need to fit into the established street pattern and to ensure that the scale of development proportions and materials relate to the immediate context.

- Development management aims to encourage development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities
- Demolition of existing buildings of architectural or townscape merit should be seen as a last resort and a coherent and complete justification made in line with government guidance on the issues relevant to each case must be made.
- Quality is the overriding aim in any new proposal, and this can be provided in either sensitive refurbishment of existing buildings or the appropriate design of new buildings.
- The urban design context is vital in this conservation area. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high quality buildings and also complement their character. Designers of proposed buildings should take account of this rather than evolving a design which has no clear relationship with buildings nearby. This does not mean a debased copying of historical forms which serve only to devalue the genuinely historical buildings nearby. It does mean acknowledging the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in the design of the modern additions.
- Both the larger and smaller buildings within the conservation area exhibit a great variety in style, but also a common unity which designers of new and refurbished buildings should acknowledge. However, superficial copies of historic buildings do not make a positive contribution to the historic character of the area and each building should have a vitality of its own.
- Designers should be aware of proportion and rhythm in their buildings and also differentiate a ground floor, middle portion (where there is sufficient height to do so) and a top part which creates a varied skyline, in order to enhance the area.
- In line with other parts of the city centre, new development proposals should generally be aligned to the back of pavement, in order to preserve the linear character of the streets.
- The corner emphasis characteristic of Manchester buildings is evident in Smithfield, and its use in new developments will therefore be encouraged
- In terms of building materials brick, stone and stucco, brick with stone dressings predominates and solid, traditional materials should be used in preference to large expanses of cladding, concrete and glass.
- In new buildings, windows should be set back from the wall faces in order to create deep modelling on the facades.

- One of the aims of improvement is to restore the rich tapestry of spaces and built form located hard up to the back of pavement which characterises the small scale older 18th century buildings within the area.

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Wind microclimate;
- Transport;
- Noise and vibration;
- Air quality;
- Built heritage;
- Daylight and sunlight;
- Townscape and visual impact;

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.08 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

A description of the proposal comprising information about its nature, size and scale;

The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

The cumulative effects of the operational phases would not be unduly harmful.

During the construction phase there would be negligible impact on air quality and the build environment, minor significant noise and vibration impacts, negligible to moderate adverse impacts on sunlight and daylight levels, minor adverse impacts on traffic and transport and negligible impacts from wind.

During the operational phase (completed development) there would be negligible impact on air quality, minor-moderate beneficial effects to the build environment, minor significant noise and vibration impacts, negligible to moderate adverse impacts on sunlight and daylight levels, negligible to minor beneficial impacts on townscape, minor beneficial to moderate beneficial visual impacts but within one view a moderate adverse impact, negligible to minor adverse impacts on traffic and transport and negligible to minor beneficial impacts in terms of wind with designed in mitigation.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these

measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

The Schemes Contribution to Regeneration and Housing Delivery – The City Centre is the primary economic driver of the region and crucial to its economic success and therefore its regeneration and the outcomes delivered are key consideration. There is a direct link between economic growth, regeneration and the provision of housing and new homes are required to support economic growth.

Manchester's population has increased significantly since 2001. The High Street scheme would be consistent with a number of the GM Strategy's growth priorities, including Manchester's Residential Growth Strategy (2016) which sets a target of 25,000 new homes up until 2025. This area has been identified as being suitable for new homes and the quality, mix and the size of apartments would appeal to a range of occupiers.

The regeneration of the Northern Quarter has created a high quality mixed use neighbourhood and this proposal would continue this process. It would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live. The proposals would create employment during construction, along with permanent employment within the commercial uses and building management services as well as within the relocated market stalls.

The commercial uses and improved market offer would provide services and facilities for NQ residents, create vitality and enhance the street scene. The applicant aims to attract independent operators which would complement the Northern Quarter retail and leisure offer.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF. It would be in a sustainable location and would improve the environment around the site and deliver high quality housing with safe and healthy living conditions. It would be located close to a number of major transport hubs and would promote sustainable economic growth.

The proposal would underpin and support the distinctive identity of the Northern Quarter and would continue the incremental change that has improved the character, legibility and value of the area over the past 25 years.

24-36 High Street has a negative impact on the street scene, the Smithfield Conservation Area and the Northern Quarter. It presents a poor appearance, fragmenting the historic built form that characterise the area. This creates a poor

impression compared with the more vibrant streetscapes nearby. Church Street and High Street are important routes through the area which link the Retail Core and the Northern Quarter.

20-22 High Street makes a positive contribution to the Conservation Area. The proposal would reinstate the historic building line and repair the street-frontages and respond positively to its context and the areas heritage. This will most effectively be achieved by developing the site comprehensively and the justification for this is set out in detail below. Its reuse as office space or as residential accommodation would present a number of challenges which are discussed in more detail later in the report.

The proposal would improve High Street and Church Street and help to establish a sense of place. The increase in ground level activity and the improvements to connectivity across the site would integrate the proposed building with the urban grain and enhance legibility.

The relocation of the market would ensure their continuity in improved facilities close to their current location. This would help to minimise disruption and maintain their important contribution to the Northern Quarter.

Viability and affordable housing provision - The required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

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, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; 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 361 new homes for open market sale. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that 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 Councils public access system. This has been independently assessed on behalf of the Council and these conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard.

The benchmark land value of £8,656,257 together with build costs of (including abnormal costs and contingency) £78,450,639 are within the range expected based on comparable evidence. The total costs would be £96,207,625 with a GDV of 18%.

On this basis the scheme could not support a contribution towards off site affordable housing and ensure that the scheme is viable and can be delivered to the quality proposed.

The applicants have subsequently reviewed the Viability Assessment and have made assumptions about sensitive components and this suggests that a contribution of around £1m could be made available for the provision of off site affordable housing. This is equivalent to a 3% contribution.

The provision would be secured via a legal agreement. Should there be an uplift in market conditions which would allow an increase in the affordable housing contribution beyond the 3%, there would be provisions incorporated to allow the viability to be re-tested to secure an additional contribution to be paid if values change at an agreed point.

Residential development - density/type/accommodation standards

All unit types would accord with London Housing Design Guide's and guidance within the *Manchester Residential Design Guide (2016)* on habitable room sizes and widths; meeting the required areas for storage provision; and meeting the accessibility and adaptability requirements of M4(2), 138 apartments have smaller areas overall but these units mainly fall 1-2sqm below the MEES targets and are acceptable on the basis that they have resulted from an efficient use of space, adoption of open-plan living/kitchen/diner spaces and the compaction of entrance hallways. :

All unit types provide sufficient storage space, maximise daylight and have Juliette balconies to bedrooms and living space in lieu of private balconies. All residents have access to a large landscaped roof terrace and there is a Work from Home Zone at ground floor.

The proposed quality, mix and size of the apartments would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 6 people, and could be attractive to families and people downsizing. Support accommodation on the ground floor includes a double height resident's lounge and reception area and storage space for deliveries.

The open-plan living/kitchen/diner arrangement is flexible and responds to contemporary living patterns. The minimum ceiling height would be 2.5m. A condition requires details of a management strategy and lettings policy for the apartments and the ground floor units would ensure that the development helps to create an attractive neighbourhood. This would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

Design (MSCP Site)- The precedent schemes were the 'Pop up' retail and workspace within London and Manchester. In London Pop Brixton and Box Park in Shoreditch have been very successful as has Hatch at Circle Square.

The materials would be pressed aluminium and sheet aluminium with mesh shutters with a metal sheet backing. The distinctive design would complement the independent feel of the Northern Quarter. It would create a positive edge to Red Lion Street through landscaping and outdoor seating at ground and first floor. This would complement the character of the Northern Quarter.

Exterior lighting within the soffit would define entrances and signage. It would create an interesting elevation, providing illumination through the perforated panels

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues is whether the scale of the proposal is appropriate for the site. A 22 storey building is considered within the local context to be tall although there is a 19 storey building on the adjoining site. The proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.



Design Issues, relationship to context and the effect on the Historic Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments,

Archaeology and open spaces. A key issue is whether its impact on the setting of the adjacent grade II listed Debenhams and the character of the Smithfield Conservation Area is acceptable. This should be considered alongside the justification for the loss of 20-22 High Street. The design was discussed widely at pre-application with a range of stakeholders, including residents, to ensure that it is viable and deliverable, of a high quality and appropriate.

Design Issues in relation to context including principle of a Tall Building in this Location

The Smithfield Conservation Area contains buildings of different ages, sizes and types. There is a distinctive and tight grain in the north east where buildings are generally lower. The character is different in the south, including this site, where the grain is more fragmented and the buildings are generally larger with 19th and 20th century warehouses often on island sites. More recent development has altered some sites and parts of the Conservation Area and its historic street layout. Historically, the site contained smaller buildings but purpose built warehouses in the 19th century eroded the tight grain of these smaller footprint buildings.

Some streets within the area were widened around the turn of the 20th century including the southern side of Church Street. Many buildings were demolished and replaced with buildings set back from their original line. During the 1960s and early 1970s shops, houses, streets, including the entire western side of High Street and northern side of Market Street were demolished to make way for the Arndale Centre

The construction of the building on the site followed the demolition of the Victorian and Edwardian buildings with 20-22 High Street retained. The redevelopment assumed that High St and Church Street would be widened further. Larger buildings were developed close to the site around this time such as Lowry House, 11 York Street and the CIS Tower.

The main objective in the Conservation Area is to preserve and enhance its character. Parts of the Conservation Area have retained their earlier character but the character around the south has changed as the City has evolved and grown. Impacts therefore need to be assessed in this context. There is also a need to ensure that at its edges within the wider urban context, that there is a cohesive and coherent urban form. This would ensure that visually areas knit together and promote a sense of place for those who use and visit the City. Thus, the context for sites on the edge of a Conservation Area, must go beyond its boundaries.

Development on the edge of the conservation area is of a much larger scale in terms of footprints and heights. This proposal reflects the massing and the larger footprints of the large purpose built 19th and 20th Century Warehouse buildings found in many parts of the Conservation Area. The Light Aparthotel / Pall Mall (15/20 storeys) is a more contemporary example of the increase in height around the south western edge of the Conservation Area.

The building on the site does not reflect its key role at the interface of the Northern Quarter and the Commercial and Retail Cores. The proposal would improve legibility between these areas and introduce greater levels of activity. It would reinstate some of the historic routes, finer grain and activity that has been eroded and enhance the

understanding of the Conservation Area's historic layout. High Street and Church Street have been widened and are both now public transport corridors for buses, trams and taxis. The junction of High Street and Church Street is a key intersection and is a location and a building of significance and scale could be accommodated. The building would enhance the sense of place, creating a point for orientation and reference.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and which optimises the potential of the site. Currently the experience at street level is poor with little activity on Birchin Lane and Bridgewater Place and the site has an impression of decline. This contrasts to high levels of vibrancy nearby at Market Street and the Northern Quarter. There is a need to improve the vibrancy of the area and generate more street level activity.

Development to the back of pavement and the creation of routes through the site and the courtyard would restore some of the characteristics of the area. The five retail units would create a vibrant street-scene and active frontages.

A range of options were analysed in relation to context, viability, townscape, baseline heritage and key views. There are abnormal costs such as the need to work carefully around TFGM equipment in 20-22 High Street, securing vacant possession and the higher demolition and build costs due to building next to the tram line. The options analysis has established that a specific quantum of accommodation is required.

The majority of the site is fragmented and harms the setting of the Smithfield Conservation Area, the setting of the adjacent listed buildings and the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line and creates a fragmented streetscape. This adversely affects and weakens the character and appearance of the area and creates a poor impression. . Despite the demolition of 22-24 High Street, there is an opportunity to preserve or enhance the character of the Conservation Area, and preserve the setting of the listed building and street and townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

The constrained nature of sites and the tight knit urban grain often means that city centre developments are challenging and impacts on sunlight and daylight are discussed in detail below.

The distribution of the massing would reinstate historic building lines and deliver good urban design principles, whilst seeking to minimise the impacts on adjacent properties. The proposal acknowledges the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner.

A 'mansion' style building is proposed of similar height to the tallest part of the Light ApartHotel and it would be prominent in some viewpoints. However, this has to be considered in the context of its location, the regeneration benefits and the nature of

the urban form. The building would have a civic scale and presence that would clearly define the entrance to the Northern Quarter from the Commercial and Retail Core. It would assist legibility by creating a point of orientation in some longer distances views from Piccadilly Gardens and Fountain Street.

A Townscape analysis has concluded that the building would not adversely impact on the understanding or appreciation of any heritage assets and would have an acceptable relationship with surrounding and neighbouring buildings. It would contribute to place making and design quality and would be sensitive to the special architectural and visual qualities of the Conservation Area.



The building would have a tri-partite subdivision typical of the larger historic buildings within the Conservation Area. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would provide a sense of enclosure, define the street block and follow the historic back of pavement building line. The splayed corner to High Street and Church Street would relate to the strong corners that are characteristic of the Conservation Area. The base would have large glazed openings with features on the lower levels on Church Street and High Street relating to the horizontal banding on adjacent buildings.

The middle section would have a strong vertical emphasis with a pattern of major and minor pilasters. Large scale modelling would be expressed through deep reveals with more subtle horizontal coursing breaking the elevation down. This would reflect the size and proportion of the fenestration of adjacent warehouses, including the deep modelling that characterises building facades in the Conservation Area.

The top of the building would be a distinctive addition to the skyline. The form of a mansard roof would provide a definite character, reduce the mass and diminish the visual impact from street level.

A large arcaded entrance on High Street would connect into an open courtyard surrounded by retail units which could spill out into Birchin Lane. A smaller link would connect the courtyard to Church Street. These routes and this space would be managed and could be closed off to keep it secure at night.





The views into the lower levels of the building, the central courtyard, the links to Church Street and Birchin Lane and the improved activity would positively respond to the adjoining neighbourhoods. The proposal would create street level animation and create a more hospitable environment compatible with the Northern Quarter.

Terracotta is used on buildings in the conservation area and the ivory tone would complement adjacent Portland Stone buildings. It is considered that the proposed materials would reflect the materials found within the Northern Quarter and complement the wider townscape in terms of colour and textures.



Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

Conserving or enhancing heritage assets does not necessarily prevent change and change may be positive where setting has been compromised by poor development. Views into the site are fragmented and inappropriate in the context of the character of the conservation area. Part of the character of the Smithfield Conservation Area is its representation of the organic change which marked the City's growth in the 18th to 20th centuries. The different buildings styles, scale and massing express those periods of change. Part of this change is the contrast between the taller island site buildings and the finer grain buildings. The organic nature of change needs to be recognised when development is proposed to meet the City's growth requirements on sites which contribute little to the Conservation Area and the setting of adjacent listed buildings. The condition and appearance of much of the application site is poor and has a negative impact on the area and change could enhance the setting of adjacent heritage assets and the wider townscape.

The relocation of the market stalls would allow the building re-engage with Church Street and reinstate a continuity of frontages. It would add activity and vitality and reintegrate the site into its urban context, reinforcing the character of the area. This would repair the fragmented form on High Street and Church Street and recreate the the historic grain.

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been

considered. A Visual Impact Assessment (VIA) has assessed the likely townscape impacts based on a zone of visual influence and key views were agreed with Historic England. Seven views were identified at different distances with six having a medium sensitivity. The proposal was modelled for all views to create an accurate representation of the façade treatment, scale and massing.

View 1 – Back Turner Street looking south



Figure 83A, above: View 1 as existing



Figure 83B, below: View 1 as proposed

There would be a partial, but notable alteration to the view. The proposal would project higher than existing buildings, but the increased rooftop articulation would create a focal point which would help with wider legibility. The light cladding colour would reduce its presence and forms a relationship with the Ryland's and Primark building. The level of change would be moderate and the visual impact moderate beneficial.

View 2 High Street looking NE



Figure 84A, above: View 2 as existing



Figure 84B, below: View 2 as proposed

The view would be altered substantially with the increase in scale to High Street. Its form and style would complement the Ryland's Building that sits in the foreground. The increased rooftop articulation would create a focal point which would help with

wider legibility. The magnitude of change would be major but the visual impact major beneficial.

Viewpoints 1 and 2 show the dominant form and mass of the Arndale centre on the west side of the street and the variety of buildings styles, types, ages and materials on the east side. These views do not best represent the character and appearance of the Smithfield Conservation Area or the heritage values of the listed building. 20-22 High Street enhances the streetscape but its contribution to the understanding and appreciation of the character and appearance of the Conservation Area as a whole is limited.

View 3 – Fountain Street looking north



This view would change but the design and materials would provide a positive relationship with the Rylands and Primark buildings in the foreground. The building would be higher than adjacent buildings, but would not dominate the skyline. The magnitude of change is moderate and visual impact would be moderately beneficial.

View 4 – Piccadilly Gardens looking north west



There would be a very minor alteration to the view. The proposal would marginally extend above the Rylands building but would be higher than the Light building. The

light cladding would form a positive relationship with the Rylands building reducing its impact. The magnitude of change is minor and the visual impact minor beneficial.

View 7 – High Street looking south west



Figure 83A, above: View 7 as existing



Figure 83B, below: View 7 as proposed

The building would project above the heritage buildings, breaking the characteristic of the low-rise roof line. The modern architectural style would contrast to buildings in the foreground, but the light cladding would reduce its presence. The magnitude of change would be moderate and the visual impact moderate - major adverse.

Viewpoints 4 and 7 best represent the two designated heritage assets impacted. This is where the ability to understand and appreciate the Grade II Rylands building and the Smithfield Conservation area are understood and appreciated. The image demonstrates that the proposal would rise above the roofline, but would not impact on the understanding or appreciation of the heritage assets.

View 5 – Church Street looking west



Figure 87A, above: View 5 as existing



Figure 87B, below: View 5 as proposed

This view would be altered substantially with the building forming a prominent and clearly visible element. However, the quality of the architecture and its relationship with Church Street would be a positive improvement compared to the existing buildings. Whilst it would be significantly higher than neighbouring buildings, it would

not screen or impede views of any significance. The magnitude of change is major and the predicated visual impact would be moderate -major beneficial.

View 6 – Church Street and Tib Street looking west



The view would be altered with the proposal projecting above existing buildings. It would create a focal point and articulate the skyline. The light colour would contrast with other buildings, but would not be the dominant colour in the view. The magnitude of change is moderate and predicated visual impact moderate beneficial

Viewpoints 5 and 6 look out of the Smithfield Conservation Area and demonstrate that the understanding and appreciation of the character and appearance of the Conservation Area from here is limited. The views show that the proposal would reintroduce the historic building line and provide a sense of enclosure. It would enhance the public realm and encourage activity and movement.

Viewpoint 6 illustrates how the Tib Street multi-storey car park has affected the character of the conservation area and how it has eroded the finer grain. The development under construction has blocked the tower element of the Light Apartment and demonstrates how reinstating the historic building line and the dense urban form that is found in this part of the conservation area.

The design, appearance, footprint, orientation, massing, and choice of cladding would help to minimise its impact and provide a positive relationship with neighbouring buildings including the Grade II Listed Ryland's Building and Primark. The views show how the building would add interest and vibrancy on High Street and Church St. In view 1, the mansard roof adds interest. Views of historic buildings along High Street opposite the Arndale would not be affected and would continue to be read as a 'route' into the heart of the Conservation Area. In view 2 the roof would appear as a backdrop to the Grade II Debenhams, but the appreciation of its architectural form and interest would remain. This relationship to listed building is seen in view 3 where the proposal would sit comfortably in the wider townscape.

Of the seven views, six are identified as having a medium sensitivity, as the way that people enjoy and perceive the view is incidental, rather the main interest. These

views have limited, or no recognised significance, and don't make an important contribution to the experience of the setting.

The magnitude of change ranges from minor to major, with the effects ranging from 'minor' to 'moderate-major'. The majority of visual effects would be beneficial, with the proposal providing a positive addition to the view and its townscape setting.

View 7 is identified as having adverse effects due to the well preserved heritage context and residential population. The proposal would be seen above low rise buildings within a sensitive view. Its light cladding would reduce its visual presence and help mitigate its effects. However, people's attention or interest is likely to remain on the heritage aspects.

A 'cumulative' assessment looks at other developments which are consented and assumes that they will be built namely Tib Street Car Park, Red Lion Street, 11 York Street / 40 Fountain Street and 42-50 Thomas Street and 7 Kelvin Street. The cumulative effects ranges from 'Minor-moderate beneficial' to 'Moderate-major beneficial'. There are no cumulative sites within six of the seven views (Views 1, 2, 3, 4, 5 and 7) and the proposal would be the only visible change. In view 6, the sites at Red Lion Street and Tib Street would introduce large scale, contemporary built form. In this instance, the cumulative visual effect is Minor-moderate beneficial

The assessment concludes that overall, the proposal would have a minor-to-moderate beneficial impact on the character and appearance of the Smithfield Conservation Area and setting of the Grade II Ryland's Building (Debenhams) by:

- Revitalising the character of this fragmented part of the Conservation Area.
- Enhancing the articulation of the corner junction to High Street and Church Street;
- Re-establishing the historic building line along Church Street;
- Enhancing permeability through the site;
- Referencing the historic street pattern of the street by creating a route through the site which is named after the historic street: Stationers Court;
- Enhancing the public realm in and around the Subject Site;
- Providing active street frontages; and
- Adding a building of high quality design and materiality to the streetscape, that celebrates the historic vertical grain and counters the monumental horizontality of the west side of the street (the Arndale Shopping Centre).

The site makes a limited contribution to the townscape and does not represent the heritage values of the Conservation Area. It does not contribute to the setting of the adjacent Grade II listed Debenhams which is best appreciated and understood from Market Street/ Piccadilly Gardens as a landmark building which is sufficiently robust to remain dominant in the townscape.

Development at the site could enhance the character and appearance of the conservation area and improve pedestrian environment and permeability. The proposal would be a high-quality, distinctive building that would improve an entrance to the Northern Quarter and enhance the setting of the adjacent heritage assets.

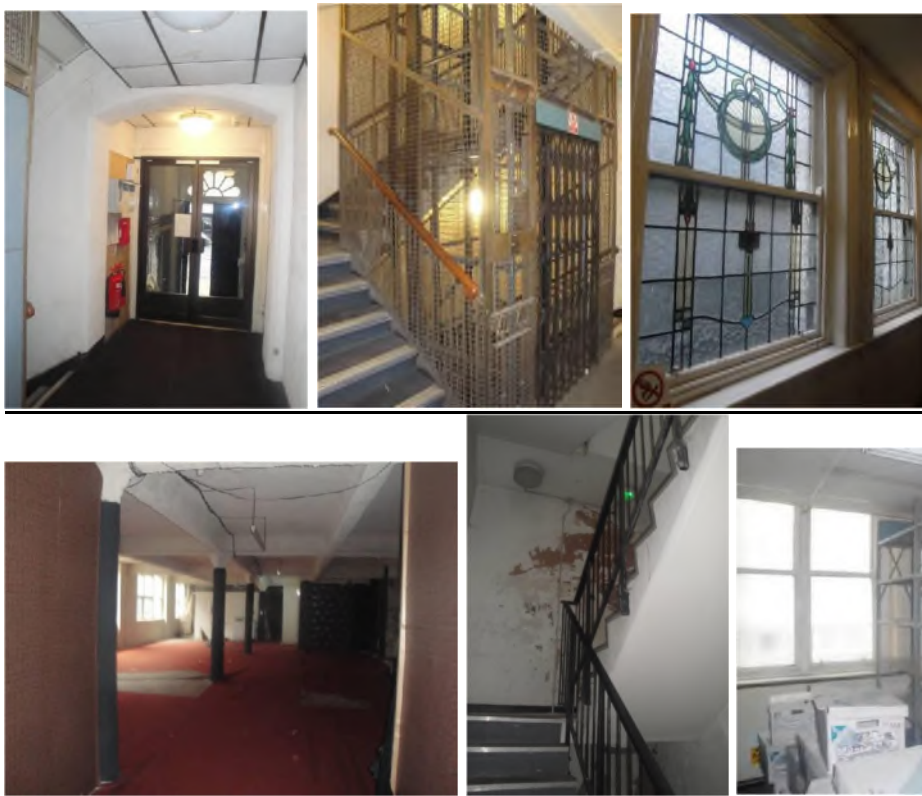
The verified views indicate that the development would be contextually responsive and would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings. The impact would be adverse in one view. Otherwise the impact would be major or moderate beneficial or have no impact.

The proposal would enable a greater understanding of and enhance the heritage values and significance of the affected assets and better reveal their significance in line with NPPF paragraphs 192-197 and 200-201. In accordance with and Section 66 and 72 of the Listed Building Act 1990 the development would have special regard to the desirability of preserving the setting of adjacent listed buildings and the character of the Conservation Area.

There would be considerable enhancement of the urban form and pedestrian environment. The impact of the proposal, including that on heritage assets, would not outweigh the regeneration benefits resulting from development.

Significance of the Non Designated Heritage Asset at 20-22 High Street and the case to Support Demolition of the existing Buildings on the site.

20-22 High Street and 24-36 High Street have been assessed against the statutory criteria for listing to determine any special interest. This assessed the evidential, historical, aesthetic and communal value. The Heritage Assessment and Townscape and Visual Impact Assessment within the Environment Statement used HE's Guidance –Conservation Principles, Policies and Guidance (2008).



20-22 High Street

The building retains a number of elements illustrating its original warehouse use on the upper floors including the original staircase and cage lift (which has been altered) and original Art Nouveau stained glass sash windows to the stairwell. The partial demolition of its eastern end which enabled Birchin Place to be widened removed the original hoist, service stairs and rear portion of the building eroding the plan form. Within the retained areas parts of the long open warehouse floor plan is still evident although there has been some subdivision. The ground floor and basement have been altered through commercial uses and the construction of a large Metrolink substation in the basement. The original cast-iron columns remain but the spaces do not retain any original elements or decorative schemes of any evidential value. The building is considered to have low evidential value.

The building is one of the older buildings on High Street but its historical value has been reduced by refurbishments, and the partial demolition of the rear. The building formed part of a large company who specialised in the manufacture and sale of clothing and home wares. This type of use was an important element of the commercial and trading development of this part of Manchester City during the Victorian and Edwardian eras. This building is a late example of this type of development dating to 1915-17. The building is considered to have low historical value.

The building is of a well-mannered architectural design, designed in the transition period between the Art Nouveau and Art Deco styles. The front elevation is constructed of good quality materials, including large hand carved Greek inspired

faces on two keystones above the shop and warehouse entrances. Almost all its original sash windows, including Art Nouveau stained glass windows to the stair hall, double panelled front doors/fanlight and Art Deco tiled entrance vestibule, carvings, fanlights to shop front and door are still present. However the internal spaces are largely typical and unremarkable for the time it was constructed, and consequently the building as a whole is considered to have low aesthetic value.

This building formed an extension to a larger home trade company which was a large employer of local people during the 19th Century. Today, the ground floor is a café, and is one of the few remaining buildings which formed the historic eastern side of High Street. It is considered to have low communal value.

24-36 High Street

The building was constructed in 1969 as purpose-built offices with shops on the ground floor. Neither the offices or shops retain features or elements that have heritage value, nor does the building have evidential value.

Most of the original metal framed windows and doors have been replaced with UPVC. The building was designed as purpose-built offices with no historical links to an individual company, organisation or person, and has negligible historical values.

It was designed in a 1960's Brutalist style. Its craftsmanship, detailing and , composition are typical examples of this style of architecture. The building's planform is confusing and difficult to navigate with windowless corridors, stairways and rooms making the environment unpleasant. It has no aesthetic value.

Its unattractive appearance and poor public realm does not encourage exploration, and therefore is considered to have no communal value.

Conclusion

The evidential, historical, aesthetic and communal heritage values of 20-22 High Street are considered to be low and the building is of local interest only. It does however, make a positive contribution to the Smithfield Conservation Area and is a non-designated heritage asset.

The evidential, historical, aesthetic and communal heritage values of 24-36 High Street are negligible and has a negative impact on the Smithfield Conservation Area.

There is a strong case to support a more appropriate redevelopment of 24-36 High Street. 20-22 High Street has some value and local interest and makes a positive contribution to the Conservation Area, Therefore, greater consideration needs to be given to its demolition. Paragraph 197 of the NPPF states that in such cases a balanced judgement is required which has regard to the scale of the buildings loss and its significance.

The building is a fragmented remnant of the older streetscape which may support a case for its retention. However, this needs to be balanced against the urban design

arguments that may support its demolition, and how its retention could form part of a coherent, integrated development.

20-22 High Street is physically separated from the heart of the Conservation Area. It has been altered and no longer serves the needs of businesses. Its narrow floorplate limits options to convert it to meet occupier requirements. It doesn't meet modern day environmental or building regulation standards and is vacant in spite of its prime location. There is better quality second hand office and retail space nearby in refurbished listed and other historic buildings such as Sevendale House and 35 Dale Street. It could be argued that it is not capable of meeting modern day occupier standards. Its refurbishment for residential use would require significant intervention to bring the building up to the required standard.

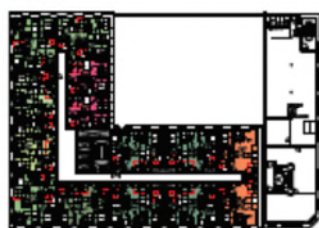
Its retention was considered because of the significant abnormal costs associated with the Metrolink equipment in the basement. Different forms were considered including retention or the incorporation of elements.

All options had to deliver a quantum of development comparable to the option of fully demolishing 20-22 High Street. In order to retain 20-22 High Street, the new build element of the proposals would need to form an 'L' shaped footprint

OPTION 1



Ground Floor



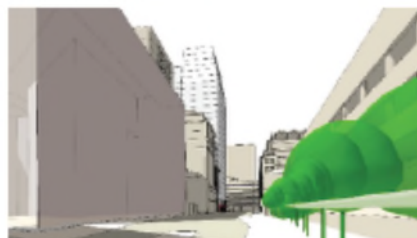
Typical Floors 1-4



Black Turner Street looking South



Fountain Street looking North



Church Street looking West

This would require a tall tower the massing of which would not reflect the character of the Conservation Area or this part of the Northern Quarter.



A further option considered incorporating its façade. This would deliver some heritage benefits but there would be adverse heritage impacts on the character of the Conservation Area and setting of the listed building because of a fragmented form of development.

This approach included some development to the rear. Height would be capped at the sixth storey to broadly align with the top of 20-24 and mass on the site of 24-36 High Street would be 24 storeys.

If the whole building were retained 20-22 High Street would be over-shadowed by the Rylands building. The reduced floorplate of 20-22 would adversely impact on creating a practical, commercial layout. The different floor-to-ceiling heights cause difficulties with internal levels. The reduced massing of Option 2 would pose the same issues as Option 1 providing a disjointed townscape and misaligned facades.

These alternative viable options would be a poorer design and would not have a significant positive effect on the Conservation Area, Therefore, they would not secure an optimum viable use for the site in line with paragraph 196 of the NPPF. Its retention would not justify the higher massing, and the impact this would have. Greater benefit would be achieved through treating the site as a whole so as to allow proper and balanced approach to all four of its elevations.

The loss of 20-22 High Street would cause a minor adverse impact on the character and appearance of the Conservation Area. However, it would allow the site to be redeveloped comprehensively which would have an overall beneficial impact to the character of the Conservation Area and the setting of the Grade II Rylands Building. The harm resulting in the demolition of No.20-22 High Street, would also be mitigated and outweighed by the public benefits of the wider regeneration of the site.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of

preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 192, 193, 194, 196, 197, 200 and 201.

The NPPF (paragraph 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal, including the demolition of a non-listed building on the setting of the adjacent Grade II Rylands Building and the character of the Smithfield Conservation Area would be less than substantial. Paragraph 196 of the NPPF states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits.

The public benefits arising from the development, would include:-

Heritage Benefits

The optimum viable use of an underutilised island site would be secured in line with paragraph 196 of the NPPF. The demolition of 20-22 High Street would cause some harm but be outweighed by the substantial benefits of the scheme which would include improvements in townscape terms and to the setting of the adjacent Listed Building and the character of the Conservation Area.

Wider public benefits

Whilst outlined in detail elsewhere in this report of the proposals these would include:

- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre island site containing underutilised and largely vacant buildings which in the case of 24-36 High Street is of poor architectural quality;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- 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;

- Providing a new public space and facilities for residents, workers and visitors to the area;
- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and compliments the large neighbouring commercial buildings and local context;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused, are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

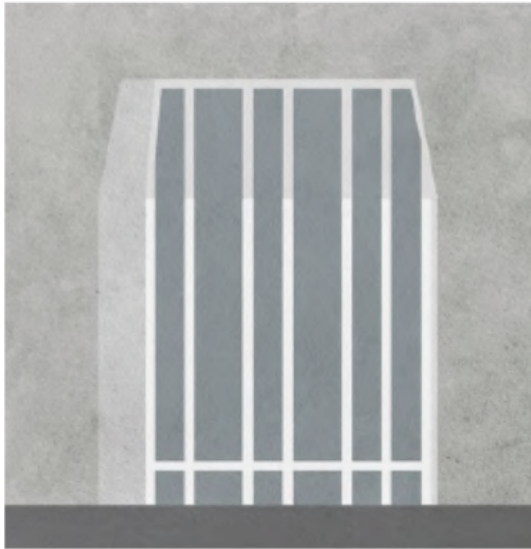
The harm to the setting of the Ryland's Building and character of the Smithfield Conservation Area will not be fundamentally compromised and the impacts would be outweighed by the public benefits.

Architectural Quality

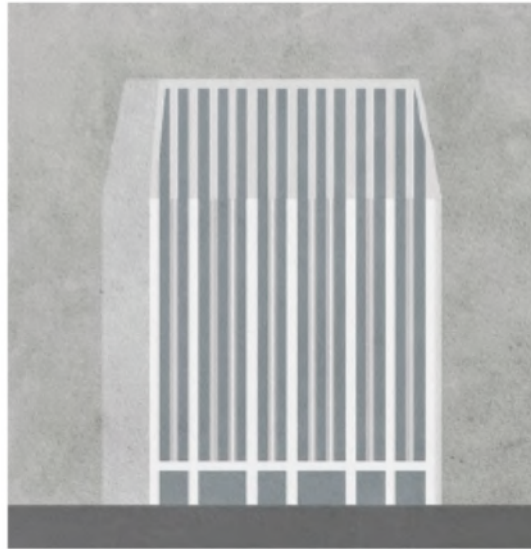
The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The scale, massing and proportion are discussed above. The design would create a contemporary interpretation of the tripartite subdivision characteristic of building style in the City Centre. The grand facade order of the neighbouring Rylands Building evokes a sense of civic pride, and is a key reference for the proposal.

The massing has been broken down maintain a clear identity. Rectilinear pilasters organise the facade into regular bays of alternating widths. Each bay contains two or three windows divided by smaller pilasters to provide an alternating rhythm across the facades. The tapered shape of the minor pilasters relates to similar pilasters on the Ryland's building. This would provide a softened shadow in contrast to the solidity and stature of the major pilasters. The major order would be further emphasised by its connection to the ground whilst the minor order would be introduced from first floor upwards.



02
A rhythm of major pilasters rises from the ground level to provide primary vertical order



03
A rhythm of minor 'infill' pilasters provide a secondary finer order

The strong vertical emphasis of the bays has a series of horizontal cornices at second, twelfth, thirteenth and fourteenth floors, to create a strongly expressed organisation to the facades. The cornices would be ornamental and have a chamfered soffit culminating in a concave end detail. This would provide inflected shadowing and elegance to the edges. The tall bands of vertical fenestration between the cornices would be punctuated by ceramic cills of similar concave shape.

From the fifteenth floor cornice line the façade would cant back into a 6 tier mansard roof. The rhythm of inset finer fenestration would continue within this to continue the order of the facade. Finer recesses and larger projections would provide variety through articulation and definition. Interspaced among the recessed window arrangement, projecting dormers provide larger scale articulation adding greater depth and shading from ground level.

Throughout the mansard levels an ivory-coloured glazed ceramic interlocking roof tile would establish a finer grain and more uniform surface. Bespoke angled corner tiles would be used at all corners to ensure that the roof surfaces neatly wrap round the different facades.



04
Horizontal cornices provide definition to the latticed middle section



05
Individual window apertures order a finer grain and provide equilibrium



06
Projecting dormers provide articulation to the mansard tier whilst framed surrounds provide articulation to the lower level bays



A variety of cladding panel shapes and profiles would provide additional richness and depth to the façade. The undulating rhythm of scalloped detail would provide variation and interest. The façade would have glazed ceramic panels of different sizes and textures with an undulating detail with windows set within deep reveals. The facades of the internal courtyard would have glazed white brickwork cladding. The ground floor units would have cap- less glazed curtain walling.

Glazed ceramic would change in response to different lighting conditions during the day and would animate the facades. The undulating scalloped detail would vary in tone throughout the day. The top of the elevations to Bridgewater Place and Birchin Lane would be particularly responsive. The combination of the glaze, the orientation of the pilasters and the undulating profiles would create interest, through the seasons.

The courtyards of many Victorian buildings use reflective materials to maximise daylighting. A white glazed brick would reflect the light into the more enclosed spaces providing a lighter aspect to the apartments. The internal facades of the roof terrace would be glazed brick. Precast Concrete Surrounds at street level would frame the major pilasters. The chamfered soffits would be embossed with a honeycomb pattern.

The pale ivory colour would relate to the Portland Stone on Debenhams. The window/door frames, louvers and balustrades would be mid-grey. The quality of the detailing to the façade is evidenced and supported by a detailed Design Intent–Quality Note which covers the quality of interfaces between panels, ensuring that there are no large or visible gaps between panels, and the junctions of glazing

recesses with the panels. It is considered therefore, that the proposals would result in a high quality building that would be appropriate to its context.

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

The Northern Quarter is a popular and vibrant part of the City Centre. Church Street and High Street are important pedestrian and traffic routes. The width of the pavements on Church Street and Birch Lane are narrow and the proposals would address this increasing pavement widths.

The redevelopment would result in a high quality built form and public realm which would act as a marker, gateway and physical connection. The improvements at street level would improve the pedestrian experience considerably and improve the sites accessibility and enhance connections to the Northern Quarter.

The development would provide passive security to Church Street, High Street, Birch Lane and Bridgewater Place and would contribute to the safe use of these streets and enhance the sense of place.

The pavement width on Birch Lane would increase from 1.5m to 3.4m to create a better pedestrian experience and allow activity to spill-out, particularly at its junction with Church Street.

Stationer's Court should be a unique covered space in the City away from the busy streetscape. The centre of Stationer's Court could include tree planting and provide spill out space for the commercial units.

The relocation of the market stall structure would allow the edge of the building to regain its position along Church Street and reinstate a continuity of frontages.

The new location for the market stalls would enhance the environment by removing street clutter and improving natural surveillance. It would bring life and activity to a key entry point into the Northern Quarter.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The applicants acknowledge that the market is competitive and the quality of the development is paramount.

A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered with a range of schemes having been tested before defining a preferred option. The materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters, maintenance requirements and to understand weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity. The application is

accompanied by a detailed technical note setting out in detail the design intent to ensure that the detailing shown is deliverable.

The development team have delivered high quality buildings in city centre locations. They recognise the high profile nature of the site and design response is appropriate. The proposal has been reviewed by Places Matter who expressed general support.

The development has been demonstrated to be both viable and deliverable. Detailed initial investigations, including the: ground conditions and archaeology have been carried out which should help to insure against un-foreseen costs.

Relationship to Transport Infrastructure

The highly accessible location would encourage the use of more sustainable forms of transport. The proximity to jobs and services within the city centre mean that many residents could make these journeys on foot.

The constrained nature of the site and the desire to ensure that the development creates active uses at ground floor level mean that it is not possible to provide car parking. There are multi storey car parks nearby and discussions have taken place with operators who have agreed in principle to make contract spaces available. A Transport Statement outlines the zero-car parking approach, but reviews local parking opportunities. The City Car Club offers a 'pay by the hour' car club rental scheme, giving residents a more convenient and cost effective alternative to car ownership. The closest bay to the application site is on High Street.

The Travel Plan would include a communication strategy to make residents aware of sustainable options. The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network would be minimal.

Sustainability

New developments should attain high standards of sustainability. An Energy Statement and Environmental Standards Statement (ESS) set out a detailed assessment of the physical, social, economic and other environmental effects and considers it in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

The Code for Sustainable Homes was revoked in March 2015 but it is still important to understand how a development performs in respect of waste efficiency and energy standards.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods across the building. Improvements to the thermal performance and air tightness above Part L requirements of the Building Regulations have been

incorporated before the application of energy reducing and then low carbon technologies.

The energy strategy has been informed by the Be Lean, Be Clean, Be Green hierarchy. Good practice sustainability measures have been incorporated as follows: Target Fabric Energy Efficiencies and Active Building Services designed to minimise direct energy consumption and CO2 emissions, with particular emphasis on the following; Centralised gas fired boilers providing heating and hot water, Mechanical Ventilation Heat Recovery (MVHR), Low energy, efficient lighting

Passive design measures and energy efficiency would achieve a 10% reduction in annual regulated carbon emissions beyond the Part L 2013 benchmark and a 16% reduction in annual regulated carbon emissions beyond the Part L 2010 Building Regulations benchmark which surpasses the Core Strategy requirements.

The scheme would be inherently efficient and cost effective during occupation. The principles of the energy hierarchy have been applied and with the energy saving measures would result in a potential total CO2 emissions reduction over the current Building Regulation target (2013).

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Wind

A Wind Microclimate report assesses the potential impact on pedestrian level wind conditions. The study focused on the impact of wind patterns on people using the site and the surrounding area. Wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. It found that the wind conditions remained suitable for the intended use on-site and off-site at all locations, and no strong winds occurred exceeding the safety threshold. The chamfered north-west corner provides mitigation by design, no further mitigation measures are required

There are no significant cumulative effects due to the size and proximity of the cumulative buildings. Wind conditions remain largely the same in the future scenario, and all locations are suitable for the intended use.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight

available to windows and rooms in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 18-24 Church Street (The Lighthouse), 23 Church Street / 38 High Street, 3-5 Edgehill Street, 18-20 Turner Street, 25 Church Street, 12-16 Church Street, 3 Union Street, 1 Joiner Street (Bridgewater Place) and 3 Joiner Street (The Birchin) have been identified as potentially being affected in terms of daylight and sunlight.

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of any daylight and sunlight assessments. Other sensitive sites are located on Red Lion Street (ref no 113713) and at Tib Street/Church Street (application ref no 114146 – under construction).

Other residential properties have been scoped out due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where light is required, including living rooms, kitchens and bedrooms.

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase. These would be less than the effects of the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines provides three methodologies for daylight assessment which should be considered holistically.

The VSC assessment considers how much Daylight can be received at the face of a window by measuring the percentage of all potentially available visible sky that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27% of all available visible sky.

The NSL test assesses how much light is cast into a room by examining the parts of the room where there would be a direct view of the sky from table top height. Daylight may be adversely affected if, after the development, the area in a room

which can receive direct skylight at this height is reduced to less than 0.8 times its former value. Occupants would notice any reduction beyond this.

The Guidance states that a reduction of VSC and NSL beyond the guidance does not necessarily mean that the room would be lit inadequately lit. However, there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of existing level as this would not be noticeable. The sensitivity analysis uses this value as a measure of when a reduction in daylight would be discernible and is referred to as the BRE target.

Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include:

- The net glazed area of the window in question;
- The total area of the room surfaces (ceiling, walls, floor and windows); and
- The angle of visible sky reaching the window(s) in question

In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF

Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

Daylight can also be derived when it is reflected back into the room from the surrounding buildings. The light coloured facades of the proposal have been selected in order to reflect light back into the surrounding homes. Analysing externally reflected light is a very technical, lengthy and detailed process. It has, however, been undertaken upon the worst of the affected rooms to establish the extent to which the light reflected from the proposal would mitigate the most noticeable effects. This is known as a Radiance Daylight Analysis.

The NSL, ADF and Radiance Daylight tests assess daylight within a whole room rather than just that reaching an individual window. These tests therefore provide a better understanding of any overall daylight loss. The submitted assessment has considered all 3 tests for daylight assessment as well as the Radiance Daylight assessment.

The current building has a tower set back from a street level podium. This is not typical of the Smithfield Conservation Area or the Northern Quarter and apartments that overlook the site within 20 Church Street (The Lighthouse), 25 Church Street, 23 Church and 3 Joiner Street (The Birchin) have benefitted from conditions that are relatively unusual in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing impacts, are measured are not representative of a typical baseline situation in a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with

modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”

Windows and rooms in an urban location have a lower expectation for daylight than those located in sub-urban, less dense areas. The significance of any effect upon the existing windows and rooms is determined by the assessment of its magnitude against their expectation for daylight.

In terms of magnitude of effect the assessment of impact has been based initially on the following standard criteria.

Negligible - No alteration or a small alteration (0-20%) in VSC and/or NSL which is within the levels suggested in the BRE Guidelines. If the base line and proposed values are within 0.8 times of each other an occupier of an affected apartment would be unable to notice such a reduction.

Minor - Marginal infringements (20.1-29.9%) of the baseline VSC and NSL

Moderate - Moderate infringements (30 %-39.9%) of the baseline VSC and NSL

Major 40%+ - Major infringements (40%+) of the baseline VSC and NSL

The assessments have been carried out on the basis of layout drawings for the surrounding buildings, but it has not been possible to access properties. Floor levels have also been assumed which dictates the level of the working plane for the No Skyline assessment. Realistic worst-case assumptions have been applied.

The following images identify the flats which would have the most noticeable loss of daylight as a result of the proposal.



23 Church Street

25 Church Street

12-16 Church Street



The BRE Guidance provides further advice about the sensitivity of a window to change in order to understand the impact where the target values are not met. This City Centre location is one where different target values should be adapted and there should be an expectation that a higher degree of obstruction is inevitable.

Where a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

The methodology for setting alternative targets is set out in Appendix F of the Guide. Appendix F states that the values for assessing light are purely advisory and, as such, different targets may be used. For example: "...in a historic city centre, a typical obstruction angle from ground floor window level might be close to 40°. This would correspond to a VSC of 18%, which could be used as a target value for development...if new development is to match the existing layout"

This suggests that a more realistic VSC value for an urban location would be **18%** rather than 27%. With the same reduction the NSL target would be **53.4%** rather than 80%. This method, provides a much more contextual approach to the analysis, and reflects site specific characteristics and location.

The effect of the proposal on the daylight amenity to a room in this context is considered to be **minor adverse** in situations where BRE guidelines have not been met and:

- Any VSC and/or NSL alteration is **no greater than 30%** of the baseline value; and

- Despite any VSC and/or NSL alterations, all **windows** serving the room **retain at least 18% VSC** and the **room** which they serve **retains at least 53.4% NSL**.

i.e. irrespective of the level of light lost, they retain at least the alternate target values that would be appropriate in this location

The results of the Radiance Daylight Analysis (external reflected light assessment) are shown in the table below

Property	Reductions in overall daylight levels – no reflected light	Reductions in overall daylight levels – reflected light (based on assessment of worst affected rooms)	Retained overall daylight levels – (ADF) no reflected light (based on assessment of worst affected rooms)	Retained overall daylight levels – (ADF) reflected light (based on assessment of worst affected rooms)
23 Church St	40% to 75%	Up to 22%	1.13 to 1.33	1.84 to 3.08
25 Church St	30% to 50%	Up to 34%	1.20 to 1.44	1.99 to 2.40
12-16 Church St	48% to 79%	Up to 46%	1.12 to 1.25	1.45 to 1.70
3 Joiner St	30% to 100%	Up to 61%	0	0.24 to 0.34
18-24 Church St	30% to 50%	Up to 45%	0.88 to 2.09	1.27 to 3.54
Bridgewater Place	43% to 85%	Up to 68%	0.53 to 0.61	0.81 to 0.99

23 Church Street

In the existing site condition 21/54 windows are compliant for VSC daylight and 25/25 (100%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) :

For VSC 16/54 of windows would be compliant.

For NSL 17/ 38 of rooms would be compliant.

4 of the 38 rooms would experience VSC and NSL alterations which are fully BRE compliant. 6 rooms experiencing a minor adverse effect to their daylight, when measured against realistic targets for an urban area

At least one of the windows of a 15 further rooms will experience changes in VSC which are of moderate to major adverse significance. Most of these rooms have another window that isn't affected so any change in the daylight distribution (NSL) would either be negligible or minor, or at least 60% of the room will continue to have direct skylight at table top height. All rooms would retain in excess of the BRE and British Standard level of ADF.

The change to daylight in these rooms may be noticeable but the change is considered to be minor adverse given the levels retained and the urban context.

The 13 remaining rooms comprise 9 bedrooms and 4 corner living rooms. The windows would all experience VSC and NSL alterations which are of moderate to major adverse which would be noticeable. These results have been interrogated further through an analysis of Radiance Daylight for those living rooms most affected i.e. the lowest 3 of the 4 corner living rooms. This showed that the lowest living room would experience a 0.5% reduction in its ADF, which is 22% less than its baseline value. However, the light reflected from the proposal compared to the existing buildings, means they would retain an ADF of 1.84%, which is in excess of the BRE and British Standard recommended for this type of room (1.5%). The other two living rooms would retain ADFs of 2.22% and 3.08%, which are well in excess of recommended level. The third floor living room would see an improvement in its daylight.

There would be some bedrooms which experience a noticeable change but the overall effect of the proposal on and the retained levels of daylight within the principle living spaces is of **minor adverse significance**.

3-5 Edgehill Street

In the existing condition 0/38 windows are compliant for VSC daylight and 0/20 (100%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 38/38 of windows would be compliant for VSC and 18/20 rooms for NSL.

The windows in the 2 remaining rooms are fully BRE compliant with no window experiencing an absolute loss in VSC. The baseline level for these windows is already low such that even a small loss would produce a high percentage figure by comparison. However, the change in NSL would be noticeable but the ADF within the two rooms would change by no greater than 0.04% ADF. This will be at a level which would be imperceptible to the human.

The effect of the proposal on the daylight amenity would be of **negligible**.

25 Church Street

In the existing condition 60/171 windows are compliant for VSC daylight and 69/99 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 55/171 would be compliant for VSC and 89/99 rooms would be compliant for NSL.

17 rooms would experience a minor adverse effects to their daylight amenity when measured against the realistic targets for an urban area. The windows of the remaining 61 rooms all experience VSC changes of *moderate and major adverse* significance. Many of the windows are low level and have very low baseline VSC levels. Even the smallest loss of sky visibility would result in a disproportionate loss which would suggest a material and noticeable loss of daylight amenity.

Despite the moderate to major adverse losses in VSC the changes in NSL to 52 of the 61 rooms would be fully compliant. 7 of the remaining 9 rooms would be affected to a minor adverse extent and the remaining 2 rooms, experience NSL alterations of 34%, but retain NSL to 63%-66% of the area of the room.

These results suggest that the change to daylight in the 61 rooms would be noticeable. A sense of daylight would remain within these rooms as a result of the Birchin Lane gap directly opposite. The significance of the effect of the proposal on this building would be of **no greater than moderate adverse significance**.

A Radiance Daylight Analysis of the 2 worst affected rooms show that with the light reflected from the proposal the rooms retain a daylight level of 1.99% and 2.4% (ADF) which are in excess of the recommended level for a living room.

12-16 Church Street

In the existing condition 2/41 windows are compliant for VSC daylight and 22/23 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 2/41 of windows would be compliant for VSC and 8/23 rooms would be compliant for NSL.

Due to the height of the proposal and the narrow separation distance to this building, all affected windows experience changes in VSC which are major adverse. 23 rooms are located on the corner with windows which face onto Church Street. Therefore, the change in NSL is no greater than 0.7% and each retain an ADF of between 2.23% and 3.10% against a BRE and British Standard recommended 1.5%. The effect of the proposal is, therefore, considered to be of minor adverse.

There are 3 bedrooms next to the three lowest corner living rooms which do not have mitigating windows. As they are located close to the corner of the building, they have peripheral light from Church Street. As a result, despite the major adverse VSC alterations they would be fully compliant in NSL terms and retain ADFs of between 1.59% and 1.99% against a recommended 1% for a bedroom. The effect would be minor adverse.

The remaining 16 rooms would all experience material, noticeable and major adverse change. Radiance Daylight Analysis shows that whilst the 3 rooms will experience 43%-46% reductions in their ADF levels, reflected light means they retain ADF levels of 1.45%-1.7% against the recommended 1.5% for a principle living space.

Therefore, whilst the majority of the rooms in this building experience noticeable change, the overall effect in the principle living spaces, would be **moderate adverse**

3 Joiner Street

In the existing condition 101/218 windows are compliant for VSC daylight and 113/163 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 91/218 of windows would be compliant for VSC and 89/163 rooms for NSL.

70 of the 163 rooms would experience VSC and NSL alterations which are fully BRE compliant with the impact being negligible. 11 rooms would experience a minor adverse effect measured against the realistic targets for an urban area.

In a further 15 rooms, the VSC and NSL shows a material effect. However, an ADF analysis indicates that there will be a no greater than 0.1% ADF change, which will be unnoticeable to the human eye and the impact would be minor adverse.

3 of the 67 remaining rooms have four windows, only two of which are materially affected. The other two windows ensure that the rooms retain very good levels of daylight ranging from 4.49% to 5.37% ADF. The effect would be minor adverse.

The windows serving the remaining 64 rooms would have a major adverse alteration to VSC and NSL. This suggests the change would be noticeable. The majority of these have balconies which restrict sky visibility and can exacerbate the effect of a proposal. Without the balconies, the effect would be around 15% better and demonstrates that around 15% of the effects of the proposal are attributable to them.

Radiance Daylight Analysis shows that 6 rooms would experience 0.23% to 0.55% absolute reductions in ADF levels. These are relatively moderate reductions in absolute terms, but represent 50%-60% reductions relative to the baseline level and would be noticeable. These low level rooms are poorly lit in the existing situation and, therefore, supplementary lighting is most is already being used and impacts are, therefore, considered to be of no greater than moderate adverse.

The Radiance Daylight analysis of these 6 rooms suggests that the light reflected from the proposal would reduce the effect by 40%-50%. Using this rule of thumb and looking at the ADF values in the rooms higher up the building, this would suggest that there would be a material and noticeable changes in many rooms. There will also, however, be many rooms within which the retained ADF's will fall within the BRE and British Standard recommendations.

In consideration of the above, therefore, whilst many of the rooms in this building will experience a change in daylight amenity which is material and likely to be noticeable to the occupants, some of the effects are partially attributable to the balconies. The overall effect is considered to be of **moderate adverse significance**

18-24 Church Street (The Lighthouse)

In the existing site condition 8/11 windows are compliant for VSC daylight and 10/10 rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target 1/11 windows would be compliant for VSC and 2/10 rooms for NSL.

3 rooms experience a minor adverse effect when measured against the realistic targets for an urban area. The windows in the remaining 7 rooms experience VSC and NSL alterations of moderate to major adverse impact which would be noticeable. Radiance Daylight analysis on the 3 worst affected rooms show that they experience 30%-45% reductions in their ADF levels, but with the reflected light from the proposal they retain ADF levels of 1.27%-3.54% against the recommended 1.5% for a principle living space and 1% for a bedroom.

Whilst the majority of the rooms experience noticeable change the overall effect on principle living spaces, would be **moderate adverse significance**

Bridgewater Place

In the existing site condition 18/105 windows are compliant for VSC daylight and 22/78 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 14/105 of windows would be compliant for VSC and 14/78 rooms for NSL.

2 rooms would experience VSC and NSL alterations which are fully BRE compliant. 2 rooms experiencing a minor adverse effect when measured against the realistic targets for an urban area.

The windows of 41 rooms would have less than 5% VSC and less than 0.5% ADF. Supplementary electric lighting is most likely to already used in these rooms and will continue to be so with the proposal. The effect of the proposal would be minor adverse.

5 of the 31 remaining rooms are living rooms which have more than 1 window. Despite the alterations the rooms experience BRE compliant or, in the case of one room a 21.8% change in NSL and all retain between 1.47% and 2.18% ADF against the recommended level. The effect would be of minor adverse significance.

Of the remaining 26 rooms 14 are bedrooms and 12 living rooms. They would experience VSC and NSL alterations which are of moderate to major adverse. 8 of the 12 living rooms do, however, have low baseline daylight values with VSC of between 5% and 10%. The small (3%-6%) changes in visible sky are disproportionate reductions which suggest greater impacts than will actually be present.

This leaves 4 living rooms and 14 bedrooms whose daylight amenity is materially affected. Assessing the rooms using Radiance Daylight Analysis will, marginally improve the effect with 3 rooms achieving 56%-68% ADF reductions. This, suggests a noticeable change but marginally below the recommended ADF value for a bedroom. The light reflected from the proposal would reduce the above to more than 10%. This is because this building can also derive daylight peripherally from Joiner Street.

18 rooms in this building will experience noticeable change, as this mainly affects bedrooms the impact would be of **moderate adverse significance**.

18-20 Turner Street

In the existing site condition 1/26 windows are compliant for VSC daylight and 3/12 rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 26/26 would be compliant for VSC and 12/12 for NSL.

3 Union Street

In the existing site condition 0/16 windows are compliant for VSC daylight and 1/12 rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target). 16/16 windows would be compliant for VSC and 12/12 rooms for NSL.

Sunlight Impacts (Completed Development)

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window:

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;
- Receives less than 0.8 times its former sunlight hours during either period; and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (BRE Target).

A sunlight reduction of over 20%, does not automatically mean that sunlight to that room is not sufficient but would be noticeable. The guide acknowledges that if an existing building is close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations.

The impacts of the development within this context are set out below:

23 Church Street

In the existing site condition 30/38 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 21/38 rooms would be compliant. .

Of the 17 remaining rooms 14 are bedrooms which, by virtue of their usage and as stated in the BRE guidelines, have a lower expectation for sunlight. Whilst the 3 affected living rooms will experience noticeable reductions, their baseline levels are uncharacteristically high for an urban location. The sunlight in these 3 rooms would fall marginally below recommended levels but retain total APSH levels of above 21% against the recommended 25%.

Some bedrooms experience noticeable changes that are moderate adverse the overall effect within the principle living spaces would be **minor adverse**.

3-5 Edgehill Street

In the existing site condition 20/20 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 20 /20 rooms would be compliant.

18-20 Turner Street

In the existing site condition 3/12 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 12/12 rooms would be compliant with the APSH target.

25 Church Street

In the existing site condition 64/65 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 58/65 rooms would be compliant with the APSH target.

The remaining 7 experience noticeable reductions but their baseline levels are uncharacteristically high and all would be BRE compliant or better.

Winter sunlight levels will range from 2% to 4% against a BRE recommended 5%. Therefore, whilst 7 rooms experience a noticeable change the overall effect would be **minor adverse**.

3 Union Street

In the existing site condition 12/12 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 12 /12 rooms would be compliant with the APSH target.

12-16 Church Street

In the existing site condition 0/3 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) all 3 rooms will experience changes in sunlight amenity which are major adverse in significance. The rooms will, however, retain a sense of sunlight and brightness will be reflected into the room from the façade of the proposed development.

3 Joiner Street

In the existing site condition 27/59 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 36/59 rooms would be compliant with the APSH target.

1 of the remaining 23 rooms would experience a minor adverse effect. There are 9 living rooms in the remaining 22 rooms and the effect upon their sunlight material, noticeable and of major adverse significance.

With the exception of the two lowest living rooms directly facing the site, the other 7 living rooms retain a reasonable level of sunlight considering their urban location. The overall effect is considered to be **no greater than of moderate adverse**.

Bridgewater Place

In the existing site condition 0/6 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) all 6 would be fully compliant.

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Overall Impact on amenity of residents of 18-24 Church Street (The Lighthouse), 23 Church Street / 38 High Street, 3-5 Edgehill Street, 18-20 Turner Street, 25 Church Street, 12-16 Church Street, 3 Union Street, 1 Joiner Street (Bridgewater Place) and 3 Joiner Street (The Birchin) including privacy and overlooking

The properties have been adjacent to a site which is under developed. There is an identified need for more homes in the city centre. The proposal would re-use of a brownfield site which has a negative impact on the surrounding townscape efficiently. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

The impacts on the levels of daylight and sunlight enjoyed by some of the residents of The Birchin and The Lighthouse are of some significance although overall there is a good level of compliance with the BRE Guidance when assessed against the alternative targets which are considered to be appropriate to context. These impacts are to some extent inevitable if the site is to be developed to an appropriate city centre scale

The following matters are however important in the consideration of this matter:

- A number of windows and rooms will experience gains in daylight and sunlight over those achieved with the previous planning permission.
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, there will be less natural daylight and sunlight than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city housing;
- The site is within the City Centre and designated for high density development;
- Reductions to the scale of the development could make it unviable.

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines

Cumulative Effects

Demolition and Construction - Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Completed Development - There would be a total of 945 windows serving 616 rooms including existing and cumulative schemes surrounding the site. These have all been assessed in terms of VSC and NSL with the exception of 25 Church Street, there is no change in the effect of the proposed development with the two cumulative schemes in place.

At 25 Church Street, the two cumulative schemes alter the baseline daylight and sunlight levels within a few rooms to the effect that the construction of the proposal would result in a lesser effect upon them.

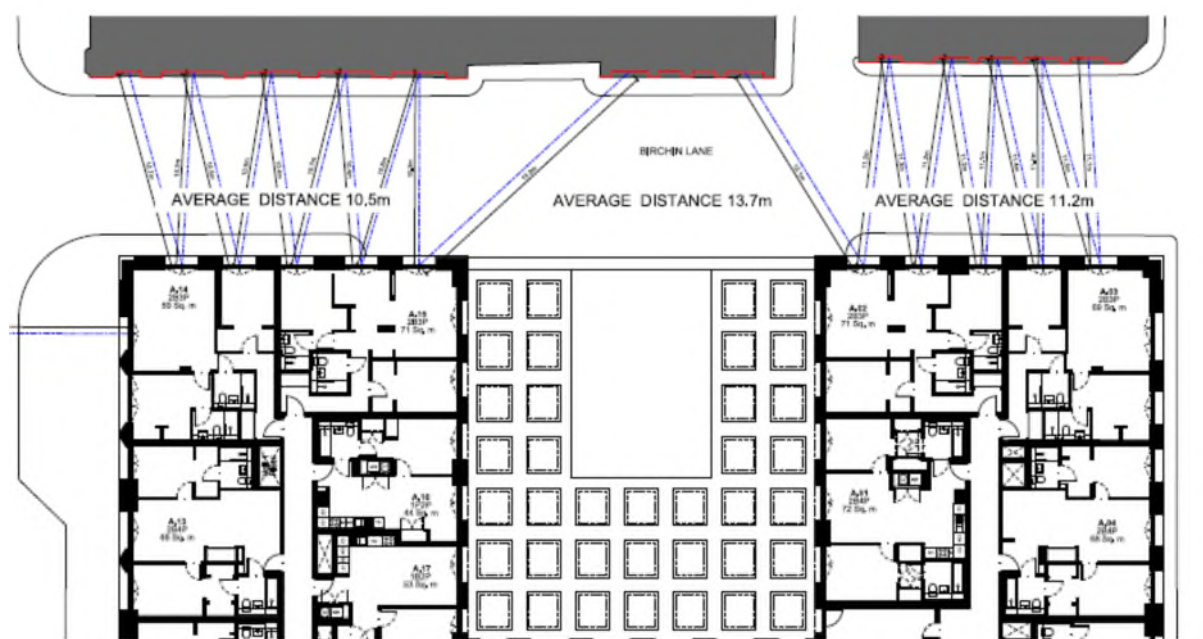
The effect of the proposal on the two cumulative schemes would be negligible on daylight amenity at the Red Lion Street site with a minor adverse effect on sunlight amenity within two of the 20 rooms assessed. The proposal would have a minor adverse effect on daylight within one of 120 room and a negligible effect upon all rooms material for sunlight assessment.

Mitigation Measures

Whilst the proposal would cause some daylight and sunlight effects with a greater than minor adverse significance, no mitigation measures, beyond the design are available. The mitigating design features include:-

- i. raking back of the upper floors which reduces the mass of building.
- ii. The chamfered corner on High Street /Church Street would allow more light to pass around it.
- iii. All balconies are Juliette's and do not project outside the envelope.
- iv. The building line along Church Street has been brought in by 1.1m from the line of the market stalls widening the building to building distances on this part of the street
- v. The pale glazed ceramic would reflect natural daylight and be responsive to different lighting conditions during the day.

Overall Impact on amenity of residents of The Birchin and Lighthouse including privacy and overlooking



A key consideration is whether the proposal would impact on the amenity for neighbouring residents. The properties benefit from being adjacent to a site which does not respect the historic grain of building in this area. This creates greater distances to adjacent buildings. The minimum distance between buildings across Birchin Lane would be approx 10 m and the buildings step back at the 4/5th floors (Pall Mall House) and 7th floor (Birchin House) with many distances increasing with building height. The Church Street blocks opposite set back between approx 20m to 21m. The minimum distance between buildings across Joiner Street would be approx 7m metres up to the 6th floor level (Birchin and parts of The

Lighthouse Hotel and Apartments. The apartments under construction on the former Tib Street surface are 7m across Joiner Street iup to the 6th floor level.

The separation distances proposed are on the whole greater than is characteristic of that between other buildings within the immediate area and are considered to be in-keeping with the existing dense urban environment within the Northern Quarter as can be seen from the following examples.

All distances shown on the above diagram refer to habitable to habitable windows.



1 – Roman Entry – 6m



2 – Union Street – 6.1m



3 – Catlow Lane – 3.5m



4 – Kelvin Street – 4.7m



5 – Carpenters Lane – 5.5m



6 – Hare Street – 6.2m

The buildings that occupied the site prior to 1969 were more typical of the urban grain that prevails in the area. Those buildings would have had windows opposite those in adjacent apartment. The 'U' shaped plan form of the proposals has reduced the number of windows which would be directly overlooked at back of pavement line.

Manchester has an identified housing need and the city centre has been identified as the most appropriate location for new development. The proposal would result in the efficient re-use of a brownfield site which has a negative impact on the surrounding townscape. It is considered on balance that the level of impact and the public benefits to be derived weigh in favour of the proposal.

Air quality

An air quality assessment has considered whether the proposal would change air quality during the construction and operational phases. The majority of the site is within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of emissions from surrounding roads.

Dust would be inevitable during construction but there is limited demolition with most works associated with earthworks and above ground construction. Good on site practices during this stage this would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The impacts on air quality once complete would not be significant. No car parking is proposed and occupants would be encouraged to cycle and there is 75% provision. The proximity of public transport means that many residents would walk or use public transport. In light of the mitigation measures proposed above, there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact that adjacent noise sources might have on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable.

The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can easily be achieved with relatively standard thermal glazing.

Vibration from trams on High Street is low and is unlikely to result in an adverse effect. It is possible that vibration could pass through the building's structure but mitigation would address this.

TV and Radio reception

A Baseline TV Reception Report has been prepared in support of the Application. The assessment indicates that there is good signal reception at the locations surveyed. At all measurement locations, recorded field strength levels for Digital Terrestrial Television ('DTT') signals from the Winter Hill transmitter were mostly found to be above the recommended minimum limits for both standard and high definition. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

The increased footfall, additional residents and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. An appropriate condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit have concluded that the site is unlikely to retain any archaeological interest and have confirmed that no further archaeological work is necessary.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats within the site are of ecological value in terms of plant species and none represent natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present. It is unlikely that bats roost in the buildings. However, there maybe crevice dwelling bats who utilise the buildings occasionally. As a precaution, Reasonable Avoidance Measures would be carried out prior to the demolition of certain features. If bats are found or suspected, as a legal requirement, works should cease immediately until further advice has been sought from Natural England or the scheme ecologist.

Tree planting in the courtyard and the planting on the roof terrace would improve biodiversity and form corridors which enable natural migration through the site. The increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area. A condition would require mitigation for the loss of potential bat roosting features and to explore potential for street tree planting on Church Street and High Street.

Waste and Recycling

A ventilated refuse chute has been integrated on each residential floorplate opposite the main lift core. This would contain a tri-separator compaction machine which provides a facility for residents to recycle separate waste streams which are then sorted into separate 1100L Eurobins. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments with 0.43sqm of space for each apartment. Compacted General Waste will be collected by a private collection.

A retail/restaurant refuse store would be located off the arcade leading to Church Street so as not to detract from the active frontage to Stationer's Court.

The refuse collection strategy would be part of the Resident Management Strategy which would be a planning condition.

In accordance with MCC guidance, containers would be taken to a designated location on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the loading bay.

Servicing and Deliveries

Delivery and postal vehicles would be able to park on Bridgewater Place nearest High Street during permitted hours.

Retail/Restaurant Deliveries would be from the designated delivery lay-by on Birchin Lane.

The main access for the MCSP would be a new lay by on Church Street.

A condition requiring the agreements of a final service management strategy would be attached to any consents granted.

Flood Risk and Sustainable Urban Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

Attenuation storage would be either tank and pump or tank and flow control device such as a hydro-brake unit. This would be located below the ground floor slab or located externally in the court yard. The attenuation storage will facilitate a restriction of surface water runoff to 50% of the existing rate which equates to 20l/s based on a 1 in 2 year storm event.

Conditions would require details of the surface water drainage and a maintenance and management plan to be submitted for approval. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the policy principles.

Contaminated Land Issues – A phase 1 Geo- environmental Report (Desk Study) has assessed geo-environmental information based on desktop / published sources, a site walkover survey. The potential for the presence of contamination associated with Made Ground beneath the existing structure is considered to be limited. The UXO risk is confirmed to be low

The historical uses of the site mean that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would present a low risk to future site users and construction workers.

A condition would require a full site investigation and remediation measures to be submitted and agreed and on the MSCP site a condition requiring a watching brief for any contamination would be attached to any consent granted.

Cycle Parking - Secure and covered residential cycle parking is proposed to be provided within the curtilage of the building at ground floor and mezzanine. Cycle parking is set at 75% overall provision on site (270 spaces for 361 residential units)..

Disabled access – The building would be accessible to all and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated into the design. This would deliver homes that allow adaptation of the dwelling to meet the changing needs of occupants over time, including those of some older and disabled people. Over 10% of the units would comply with Building Regulations M4(2) standards.

There are approximately 11 dedicated accessible parking spaces close to the site around which includes; 3 spaces on Brick Street, 4 on High Street either side of its junction with Back Turner Street, 1 on Turner Street, 1 on High Street adjacent to its junction with Edge Street and 1 on Thomas Street and 1 on Edge Street.

There will also be opportunities for disabled car users who will reside in the development to rent spaces in nearby off-site car parks through NCP.

It is considered in consideration of the above that the new building would have an overall good level of compliance with DFA2.

Local Labour – A condition would be attached to any consent granted which sets out requirements in relation to the employment of The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

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 can be mitigated to be minimal.

Summary of Climate Change Mitigation / Biodiversity enhancement

Ecosystems play an important role in regulating climate. They currently absorb roughly half of man-made carbon emissions. Biodiversity and ecosystem services help us to adapt to and mitigate climate change. They are therefore a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

The roof top amenity space, the planting within the central courtyard and potentially any street trees would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats in the urban area. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

No on site car parking is proposed and the development would be highly accessible by modes of transport which are low impact in terms of CO₂ emissions. There would be 116 cycle spaces on the ground floor and 154 on the mezzanine. The ground floor spaces could be accessed internally from the common circulation area and externally off Birchin Lane. 16 Sheffield cycle stands would be provided in the public realm at Birchin Lane and could be used by visitors

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

Passive design measures and energy efficiency would achieve a 10% reduction in annual regulated carbon emissions beyond the Part L 2013 benchmark and a 16% reduction in annual regulated carbon emissions beyond the Part L 2010 Building Regulations benchmark which surpasses the Core Strategy requirements. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location.

The proposal would have a good level of compliance with policies relation 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.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Attract new visitors which would increase local expenditure in the independent cafes, bars, restaurants and shops close to the Site;
- Promote regeneration in other areas;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design;
- It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted;
- Help to foster a sense of community through creating opportunities for people to come together in a natural setting, such as in Stationer's Court;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Widening of Birchin Street will increase visibility and increase the attractiveness of the route for pedestrians;
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to TFGM's / Highways comments 121447 (Markets)

A condition attached to any consent granted would require further details to be submitted to demonstrate that the operation of the Market Stalls would not affect pedestrian safety.

Response to Objectors Comments 121375

The majority of the comments have been dealt with above, however the following is also noted:

- The guidance in the Conservation Area Leaflet needs to be considered alongside Policy and as set out above it is considered that the site is an appropriate part of this Conservation Area for a taller building.

- The façade responds to the key design features of the Conservation Area whilst being of scale appropriate to its specific location.
- The proposal includes ground floor commercial floorspace that appeal to independent retails such as those found in the Northern Quarter. They would be subject to an operational management scheme with requirements to ensure amenity is not compromised, such as appropriate opening hours to be agreed with the Council
- This is a highly sustainable location reducing the need for car usage and parking is not proposed.
- The development incorporates sustainable measures and would include a rooftop garden with planting.
- The back streets provide important access for servicing and deliveries for proposed and existing buildings. High Street and Church Street is restricted by Metrolink and bus lanes/loading restrictions. The general environment of Birchin Lane will be significantly improved.
- Discussions with a parking operator would be available for car parks within 5-10mins of the site. The developer has also agreed to provide a City Car Club Space near to the site.
- The design and access statement sets out clearly how emergency vehicles will be able to access the site via Birchin Lane.
- The Head of Environmental Health is satisfied that the amount of bins proposed is acceptable and compliance with the City Council's Guidance.
- Highways have requested a robust service management plan to be conditioned which will ensure that servicing of the site is managed appropriately.
- The Environmental Statement includes a detailed Townscape and Visual Impact Assessment which assessed the visual impact of the proposal from seven representative views.

Views 5 and 6 show the proposal in the context of Church Street and the assessment concludes there would be a beneficial impact due to the improved legibility, architectural style and street level activation. The views in the Design and Access Statement address the massing from street level where the proposal is not shown in its whole as it won't all be seen. The massing was presented at the second consultation held in July 2018.

The applicant explored options a lengthy period which were considered against a number of planning issues including heritage and daylight and sunlight.

The proposal aims to reconnect the Site to the Northern Quarter through ground floor uses.

In response to the additional comments made in relation to the Sunlight and Daylight Analysis as a result of the re-notification, the following is noted:

- Section 2.2 of the 2011 BRE guidelines, references the assessments which should be undertaken in order to quantify the effect of a proposed development upon the daylight and sunlight within existing buildings. It states that consideration should be given to both the amount of visible sky from the centre of the outside of the window face (VSC) and the amount of visible sky at table top height within the room (NSL);
- Paragraph 2.2.3 states:- *“... the numerical guidelines given are purely advisory. Different criteria may be used based upon the requirements for daylighting in an area viewed against other site layout constraints. Another important issue whether the existing building is itself a good neighbor, standing a reasonable distance from the boundary and taking no more than its fair share of light”*;
- It should be borne in mind when viewing percentage of baseline reduction that, due to their urban location, many of the surrounding windows already have low levels of sky visibility and even small changes can present themselves as disproportionately large percentage reductions suggestive of a change that is more material than it actually is;
- Section 2.1 of the Guidance relates to the consideration of the level of daylight amenity with respect to the design of a new development;
- Section 2.2 of the BRE guidelines references 27% VSC as a target value. Appendix F demonstrates that this is, however, predicated upon a general construction angle of 25 degrees. It then goes on to state that if, following the construction of a new development, the VSC level should fall below 27% or if it is below that in the existing situation and reduces by more than 20% of the original baseline value, then the change in daylight amenity may be noticeable to the occupant;
- The VSC assessments which have been undertaken have not replaced these ‘standard’ assessment values with any of the others from Appendix F of the guidelines. The overall effect of the proposed development has, however, considered retained VSC values which are more representative of the urban location of the site including considerations relating to many of the windows surrounding the site already having well below these values due to their urban location;
- Only properties which will not experience any changes to their level of daylight

amenity which breach the guidelines laid down in Section 2.2 have been judged to experience a negligible effect;

- There will be some losses of daylight and sunlight amenity to the surrounding properties which are beyond the strict BRE guidelines and some rooms will not meet the minimum recommended ADF levels for new developments. Again many of the surrounding windows and rooms do not meet the minimum recommended daylight/sunlight levels in the existing situation due to their urban location. The assessments undertaken have, therefore, considered how much light will be lost when the Proposed Development is constructed, how much will be retained and, in relation to the urban location of the surrounding properties, the significance of the changes relative to the expectancy for daylight in such a location.;
- Radiance Daylight assessments are very technical and complex. They have, however, been undertaken upon those rooms which will experience more material VSC and NSL changes in order to understand the overall level of change in daylight when the light which will be reflected from the façade of the Proposed Development back into the rooms is also considered. The assessments have been undertaken using publicly available floorplans or from reasonable assumptions based upon external architecture;

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed developments would not adversely impact on any relevant protected characteristics including those of the Market Stall holders as alternative premises are to be provided for them close to the existing site. A condition would be attached to any consent for the redevelopment (121375) which requires that the alternative premises would be available prior to any demolition of the existing market stalls.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing in the City as explained in the paragraph with heading “Affordable housing” in respect of 121375.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities, delivering the housing required to support a growing economy and population in the city centre. This would promote and support sustainable economic growth.

The development would deliver a high quality building and regenerate a poor quality site (with the exception of 20-22 High Street) and would respond well to its context. The site is could accommodate a building of the scale and massing proposed without harming the character of the Smithfield Conservation Area or the setting of adjacent listed buildings. The façade has been based on the characteristics of the Conservation Area. The street-frontages to Church Street, High Street and Birchin

Lane would be re-vitalised and retain street-edge enclosure, while also complementing the vertical rhythms, established scale and visual texture of the individual streets.

The street-frontages would respond to the historic form of development. The scheme would add activity and vitality and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The development would inevitably impact on amenity and affect sunlight, daylight, overshadowing and privacy in adjacent properties. It is considered that that these impacts have been tested and perform given the historic City Centre context to an acceptable level against the BRE guidelines

The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it a second required by Section 38(6) of the Planning and Compulsory Purchase Act 2004

The proposal would establish a sense of place, would be visually attractive, sympathetic to local character and would optimise the use of the site and would meet with the requirements of paragraph 127 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the Report and would be sought jointly and simultaneously. The site does not currently deliver fully in respect to any of these objectives and has not done for some time.

The setting of the listed Ryland's Building and the character of the adjacent Conservation Areas is currently undermined by the sites appearance

The NPPF (Paragraphs 192, 193 and 196) requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. Paragraph 197 requires in the case of applications which directly affect a non designated heritage assets a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

The loss of 20-22 High Street does cause less than substantial harm but this is justified by the public benefits derived from the comprehensive redevelopment of the site. These benefits will endure for the wider community and not just for private individuals or corporations.

It is considered that the public and heritage benefits of these proposals would secure the objectives of sustainable development and notwithstanding the 'great weight' given to conservation it has been demonstrated that the level of harm and conflict between the provision of such public benefits and heritage conservation is necessary to deliver those public benefits.

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.

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

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

Recommendation

121375- Mindful to Approve (subject to a legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing)

121446 – TEMPORARY 5 YEAR APPROVAL

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

121375

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:

(a) Dwgs 1816-FCBS/P/0099-Existing Site Plan- P1, 1816-FCBS/P/0100-Site Location Plan-P1, 1816-FCBS/P/0110-Proposed Site Plan-P1

(b) Dwgs 1816-FCBS/P/0200B-Proposed Basement Plan-P1
 1816-FCBS/P/0200-Proposed Ground Floor Plan-P2
 1816-FCBS/P/0200M-Proposed Mezzanine Plan-P2
 1816-FCBS/P/0201-Proposed First Floor Plan-P2
 1816-FCBS/P/0202-Proposed Typical Floor Plan (Levels 02-14)-P2
 1816-FCBS/P/0215-Proposed Fifteenth Floor Plan-P2
 1816-FCBS/P/0216-Proposed Sixteenth Floor Plan-P2
 1816-FCBS/P/0217-Proposed Seventeenth Floor Plan-P2
 1816-FCBS/P/0218-Proposed Eighteenth Floor Plan-P2
 1816-FCBS/P/0219-Proposed Nineteenth Floor Plan-P2
 1816-FCBS/P/0220-Proposed Twentieth Floor Plan-P2
 1816-FCBS/P/0216-Proposed Roof Plan-P1
 1816-FCBS/P/0700-Proposed Section AA-P1
 1816-FCBS/P/0701-Proposed Section BB-P1
 1816-FCBS/P/0800-Proposed High Street Elevation-P1
 1816-FCBS/P/0801-Proposed Church Street Elevation-P1
 1816-FCBS/P/0802-Proposed Birchin Lane Elevation-P1
 1816-FCBS/P/0803-Proposed Bridgwater Place Elevation-P1
 1816-FCBS/P/0804-Church Street / High Street Corner Elevation-P1
 1816-FCBS/P/0301- Typical Bay Elevation to Retail- P1
 1816-FCBS/SK106-A - Proposed High Street Plan
 RFM-XX-00-DR-L-0001-Ground Floor General Arrangement
 RFM-XX-22-DR-L-0002-Roof Terrace General Arrangement
 RFM-XX-00-DR-L-0003-Ground Floor Illustrative Masterplan
 RFM-XX-22-DR-L-0004-Roof Terrace Illustrative Masterplan
 RFM-XX-00-DR-L-0005-Ground Floor Illustrative Sections
 RFM-XX-22-DR-L-0006-Roof Terrace Illustrative Sections; and
 RFM-XX-22-DR-L-0007-Planting Strategy

(c) FCBS Planning Design Intent Quality Note 18-01-19;

(d) Waste Management Strategy Pages112-113 of FCB Architects High Street Manchester Design and Access Statement;

(e) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Assessment Version A dated 11/09/18; and

(f) FCSB High Street Accommodation Schedule;

(g) Archaeological Desk-based Assessment, 24-32 & 20-22 High Street,Manchester by the University of Salford;

(h) Mitigation Measures within Chapter 6 and Appendix 6.1 -6.4 (Energy Centre modelling methodology within High Street Manchester) of the Environmental Statement August 2018 by Deloitte Real Estate;

(i) Mitigation measures within Chapters 8,9,11 and 12 and Appendices 8.1, 9.1-9.3, 11.1-11.2 and 12.1 of the Environmental Statement August 2018 by Deloitte Real Estate;

(j) Measures detailed within Avison Young's Commercial Letting and Management Statement in Relation to: High Street, Manchester
On behalf of CEG Partnership; and

(k) Mitigation measures set out in High Street Manchester - Environmental Statement Volume 1, August 2018 and Appendix 6.1 Energy Centre modelling methodology.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements for the residential accommodation, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing

building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

5) No development shall commence unless or until an equipment protection and network disruption strategy and TfGM equipment access, fire, security, ventilation and maintenance strategy has been agreed with TfGM relating to the safeguarding and maintaining of equipment currently installed in the basement of 20-22 High Street and evidence of the approved strategy and agreed triggers for its implementation has been supplied to the City Council as local planning authority.

In relation to equipment protection and network disruption this shall include:

1. Measures to be implemented during piling operations (which may require, for example, the replacement of protection relays with anti-vibration components or other equipment modifications at the developer's cost)
2. Network disruption mitigation measures (which shall be agreed with TfGM and funded by the developer) to provide network resilience to enable the maintenance of the current operational service pattern. For the avoidance of doubt this may include the installation of additional equipment beyond the development footprint.
3. Maintenance of the low voltage power supply to TfGM equipment so as to be available and operational throughout the construction period including replacement if required and provision for any downtime (all at the developer's cost)
4. Measures to be taken to ensure 24 hour, 7 days per week access to TfGM infrastructure during demolition and construction
5. Provision of a single nominated point of contact to manage the strategy and liaise with TfGM and the Metrolink operator throughout the demolition and construction phases of the project. The nominated contact shall keep TfGM fully informed of progress via meetings and reports (at a frequency of no less than monthly) and shall provide site supervision of any construction activities which could impact on Metrolink infrastructure

In relation to the TfGM equipment access, fire, security, ventilation and maintenance strategy this shall include:

1. Evidence that the access route between the street and the TfGM premises provides sufficient space to transport the largest piece of Metrolink equipment. The evidence shall include a "swept path" analysis to prove that the lift, corridors, door openings etc. are of sufficient dimensions to enable the movement of the equipment.

2. Security measures to be employed to protect the access route to the TfGM premises and only allow access by authorised persons (which shall be available on a continuous 24 hour basis).
3. Detailed proposals for fire safety management of the TfGM premises including integration with the main building systems and provision of an early warning system with a direct link to the Metrolink Operator
4. Detailed proposals for provision of a ventilation system to provide a suitable operational temperature for the equipment in the TfGM premises and air quality for persons working and accessing the equipment rooms
5. Detailed proposals for a security alarm system for the TfGM premises with remote monitoring by the Metrolink operator.

The agreed strategies shall be implemented prior to demolition and shall thereafter be retained and maintained in situ.

Reason - To ensure that suitable mitigation for the continued operation of the Metrolink system is agreed and appropriate mitigation is in place prior to development commences pursuant to the provisions Core Strategy policy DM1

6) No demolition of the existing market stalls shall commence unless or until the development comprising the provision of alternative premises for the current market stall occupants as set out in application ref no 121447/FO/2018 is complete and available for occupation to those tenants who wish to relocate.

Reason

For the avoidance of doubt pursuant to Section 149 of the Equality Act (Public Sector Equality Duty) 2010 and pursuant to Core Strategy Policies SP1, EC1 and EC2

7) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwg numbered RFM-XX-00-DR-L-0001, FM-XX-22-DR-L-0002, RFM-XX-00-DR-L-0003, RFM-XX-22-DR-L-0004, RFM-XX-00-DR-L-0005, RFM-XX-22-DR-L-0006 and RFM-XX-22-DR-L-0007; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on High Street, Church Street, Birchin Lane and Bridgewater Place;
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of Bat bricks and/or tubes, green/brown roof, green walls, bird boxes and appropriate planting;

- (c) A strategy for the planting of street trees within the pavements on Church Street and High Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance;
- (d) Improvements to Street Lighting around the site;
- (e) A management strategy for the courtyard area and building entrances including hours during which the courtyard and routes through would be open to the public;
- (f) opening hours for the communal roof terraces; and
- (g) A building cleaning schedule.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

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

(b) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a

Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

9) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with TFGM (Metrolink) which for the avoidance of doubt should include;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- *Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- * Details of the loading and unloading of plant and materials;
- * Details of the 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);
- * Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;

*The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a historic building recording for 20-22 High St. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - a Historic England Level 3 historic building survey
 - a watching brief during stripping out work to record historic fabric
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the historical interest represented.
3. Dissemination of the results commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.
GMAAS will monitor the implementation of the recording on behalf of Manchester

11) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 11-09-18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

12) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;
- o 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.
- o Construction details of flow control and SuDS attenuation elements.

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

The development shall be constructed in accordance with the approved details within an agreed timescale.

13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

14) The development hereby approved shall be carried out in accordance with the ASE II Manchester Limited, High Street, Manchester, Outline Sustainability Strategy,

13.07.2018 Revision D and ASE II Manchester Limited. High Street, Manchester, Outline Energy Strategy, 13.07.2018 Revision D, SUSTAINABILITY by Hoare Lee SUSTAINABILITY

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the residential development; and
- (b) each commercial unit;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent tram and mitigating vibration and reradiated noise levels associated with the operation of the adjacent tram line shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

17) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority,

which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

18) Notwithstanding the TV reception survey prepared by Hoare Lee G High Street, Manchester Pre-Construction Television and Radio Reception Survey 15/08/2018 Revision 03 and Deloitte's E-mail dated 25-06-19 in relation to TV Reception, within one month of the practical completion of each phase of the development or before the residential element of 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 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

19) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit; has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

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) Final details of the method of extraction of any fumes, vapours and odours from (a) the apartments; and (b) each of the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

22) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

23) Before any use hereby approved commences, within each of the ground floor units details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

24) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

25) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas and protecting Metrolink infrastructure from objects thrown from the roof gardens shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

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.

26) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Mott McDonald dated July 2018. In this condition a travel plan means a document that includes the following:

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

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

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

27) 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 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.

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

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

29) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

30) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 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: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 area, 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 and to ensure the permanent retention of the accommodation for normal residential purposes

31) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

32) Prior to occupation of the development a servicing strategy for the building which includes details of how servicing access will be maintained to adjacent buildings, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

Servicing shall be carried out in accordance with the approved management plan.

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

33) No development shall take place unless and until a scheme for the provision of overhead line building fixings to replace the existing overhead line fixing has been submitted to, and approved in writing by Manchester City Council as Local Planning Authority.

Reason - In order to contribute toward the reduction of street clutter and improve visual amenity by reducing the number of overhead line poles directly adjacent to buildings, pursuant to Core Strategy policies DM1 and SP1.

34) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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

35) 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

36) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

37) In the event that any of the commercial units as indicated on drawing 1816 FCBS P0200 P2 are occupied as an A3 or A4 use, prior to their first use 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:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* 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.

38) The window(s) at ground level, fronting onto 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.

39) If during works to demolish the building hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

40) 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

41) The commercial units as shown on drawing 1816 FCBS P0200 P2 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.

42) The commercial units, as indicated on drawing 1816 FCBS P0200 P2 can be occupied as A1(with the exception of food retail), A3, A4 and A5. The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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.

43) Prior to the first use of each of the commercial units as indicated on drawing 1816 FCBS P0200 P2 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. 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).

121446

1) The permission hereby granted is for a limited period only, expiring on 28-06-2024 and the use comprising the development for which permission is hereby granted is required to be discontinued on that date.

Reason - The use hereby approved is of a temporary nature only and in order to allow the City Council the opportunity to reconsider the appropriateness of this use the consequences of which have not been considered beyond the 28th June 2024 pursuant to Core Strategy Policies SP1, CC1, CC7 and DM1.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

(a) Site Plans 816-FCBS/P/0099-P1, 1816-FCBS/P/0100-P1;

(b) Dwgs 1816-FCBS/P/0130-P1, 1816-FCBS/P/0131-P1, 1816-FCBS/P/0132-P1, 1816-1-FCBS/P/-0200-P2, 1816-1-FCBS/P/201-P2, 1816-1-FCBS/P/202-P2, 1816-FCBS/P/0700-P1, 1816-FCBS/P/0701-P1, 1816-FCBS/P/0800-P1, 1816-FCBS/P/0801-P1, 1816-FCBS/P/0802-P1, 1816-FCBS/P/0803-P1, 1816-1-FCBS-P-0200-P4 and 1816-1-FCBS-P-0200-P5.

(c) Recommendations to improve security within GMP (Design for Security) letter dated 07-09-19; and

(d) Management measures detailed within sections 5.1, 5.2, 5.3 and 5.4 of the submitted Design and Access Statement by FCB.

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to Core Strategy policies CC1, CC7, SP1, DM1 and saved UDP policies and DC26

3) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;

*Display of an emergency contact number;

*Details of how the construction phasing will have due regard to the approved development at Red Lion Street (application ref no 113713 as amended by 119143 and 123173)

*Details as necessary of Wheel Washing and Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*Sheeting over of construction vehicles;

*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

* Details of the loading and unloading of plant and materials;

* Details of the storage of plant and materials used in constructing the development;

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

Reason - To safeguard the amenities of nearby residents and highway safety, and to ensure that the delivery of the adjacent development detailed above is not compromised pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

4) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy

5) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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.

6) Final details of the method of extraction of any fumes, vapours and odours from each units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use A3 /A4/A5 use. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

7) Prior to occupation of each unit within the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in

accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

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

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

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

9) The premises including the external areas shall not be open to the public outside the following hours:-

0900 to 17.00 Monday to Sunday

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to Core Strategy Policies DM1 and SP1 and saved UDP policies DC26.1 and 26.5.

10) The consent hereby granted shall not allow for the use of amplified sound or any music in these external areas at any time.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policies SP1 and DM1 of the Core Strategy

11) Prior to the first use of the Markets Stalls hereby approved commencing, a scheme of highway works and details of any footpath reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

(a) Any necessary highway works to ensure pedestrian safety in relation to the operation of the Markets;

(b) Removal and relocation of redundant and other street clutter required for the operation of the Markets.

The approved scheme shall be implemented and be in place prior to the first occupation of the Market Stalls within the final phase of the development hereby approved.

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

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: 121375/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Greater Manchester Pedestrians Society
Manchester Markets
Northern Quarter Development Officer
Planning Casework Unit
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority
Planning Casework Unit
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Manchester Markets
Northern Quarter Development Officer
Environment & Operations (Refuse & Sustainability)
Strategic Development Team
Oliver West (Sustainable Travel)
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Greater Manchester Pedestrians Society

**Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Transport For Greater Manchester
United Utilities Water PLC**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	a.leckie@manchester.gov.uk

Sit121121375/FO/2018



□ Application site boundary ● Neighbour notification
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121447

1) The permission hereby granted is for a limited period only, expiring on 28-06-2024 and the use comprising the development for which permission is hereby granted is required to be discontinued on that date.

Reason - The use hereby approved is of a temporary nature only and in order to allow the City Council the opportunity to reconsider the appropriateness of this use the consequences of which have not been considered beyond the 28th June 2024 pursuant to Core Strategy Policies SP1, CC1, CC7 and DM1.

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(c) Recommendations to improve security within GMP (Design for Security) letter dated 07-09-19; and

(d) Management measures detailed within sections 5.1, 5.2, 5.3 and 5.4 of the submitted Design and Access Statement by FCB.

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to Core Strategy policies CC1, CC7, SP1, DM1 and saved UDP policies and DC26

3) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;

*Display of an emergency contact number;

*Details of how the construction phasing will have due regard to the approved development at Red Lion Street (application ref no 113713 as amended by 119143 and 123173)

*Details as necessary of Wheel Washing and Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Routing strategy and swept path analysis;

- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;

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

Reason - To safeguard the amenities of nearby residents and highway safety, and to ensure that the delivery of the adjacent development detailed above is not compromised pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

4) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy

5) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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.

6) Final details of the method of extraction of any fumes, vapours and odours from each unit shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use A3 /A4/A5 use. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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7) Prior to occupation of each unit within the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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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.

9) The premises including the external areas shall not be open to the public outside the following hours:-

0900 to 17.00 Monday to Sunday

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to Core Strategy Policies DM1 and SP1 and saved UDP policies DC26.1 and 26.5.

10) The consent hereby granted shall not allow for the use of amplified sound or any music in these external areas at any time.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policies SP1 and DM1 of the Core Strategy

11) Prior to the first use of the Markets Stalls hereby approved commencing, a scheme of highway works and details of any footpath reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

(a) Any necessary highway works to ensure pedestrian safety in relation to the operation of the Markets;

(b) Removal and relocation of redundant and other street clutter required for the operation of the Markets.

The approved scheme shall be implemented and be in place prior to the first occupation of the Market Stalls within the final phase of the development hereby approved.

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

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: 121447/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Corporate Property
Strategic Development Team
City Centre Renegeration
United Utilities Water PLC
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Markets

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



Application Number	Date of Appln	Committee Date	Ward
122599/FO/2019	24th Apr 2019	19th Sep 2019	Piccadilly Ward

Proposal Demolition of existing building and erection of a 13 / part 14 (plant level) storey building to create a 275-bedroom hotel (Class C1) use

Location 1 Adair Street, Manchester, M1 2NQ

Applicant Capital and Centric (Resurrection) Limited, C/o Agent,

Agent Mr Andrew Johnston, Avison Young, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Description of site

The application site is 0.132 hectare and is situated in a prominent location adjacent to Great Ancoats Street. It is bounded by Adair Street, Norton Street, Epworth Street, and Great Ancoats Street. The area is dominated by light industrial uses and has seen little investment for some time with the exception of the recently refurbished Aeroworks.



There is a 2 storey vacant warehouse that has previously been used as an office furniture business on the site with a service yard and car park. There are 2 semi-mature London Plane trees on a grassed area which forms a route to Epworth Street.

The site is within the Portugal Street East Strategic Regeneration Framework which was considered by the Executive in March 2018. This is one of six sites within the SRF and a separate application has been submitted for the development of public realm within the SRF area (application ref no 121467). The SRF is part of the HS2 masterplan area and is adjacent to the proposed HS2 station entrance.



Illustration of application site in context of wider proposed public realm

The vacant warehouse has been the subject of unauthorised access which the applicant has had to manage at significant cost. This has been an ongoing concern, and without further action there is a risk the building could become a focus for anti-social behaviour. Prior approval was recently granted for its demolition in preparation for redevelopment (application ref no 124064/DEM/2019).

On the Piccadilly side of Great Ancoats Street the site is surrounded by industrial/warehouse buildings, offices and surface car parks. Aeroworks is a 1950s, two storey, red brick office building. Victoria House is a three storey office building.

The opposite side of Great Ancoats Street has been the subject of much regeneration with more modern buildings. The nearest listed building is the grade II listed Crusader Mill on Chapeltown Street.

The Site is close to Piccadilly Stations and Metro Shuttle Services, tram stops at both New Islington and Piccadilly making this a highly sustainable location.

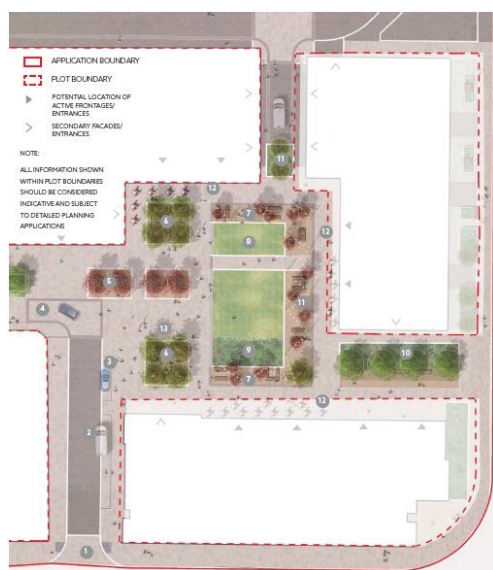
It falls within Flood Risk Zone 1 (low risk) and is within a critical drainage area.

Description of the Proposals.

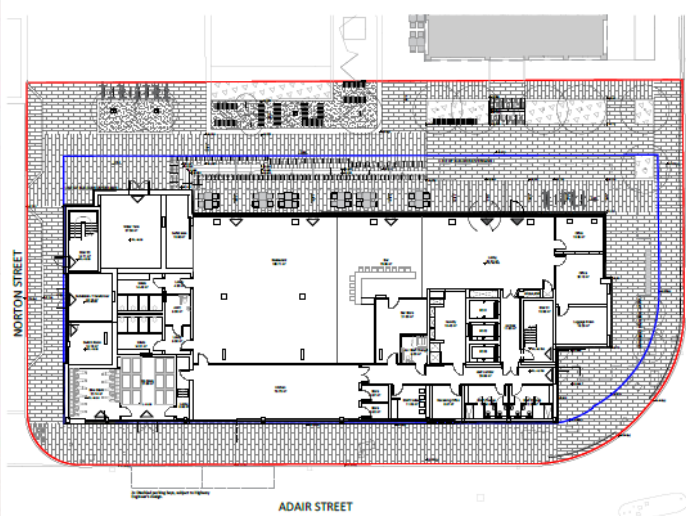
The proposal is for a 13 / part 14 storey hotel comprising 275-bedrooms with public realm works. The bedrooms would be a mix of double, twin, single, and executive rooms, with an average room area of 22m². The ground floor area would contain the reception area, a restaurant and bar, cycle parking and back of house facilities. 12 rooms (4.3%) would be specifically designed for use by disabled people and hoists tracks would be installed in 3 bedrooms. The maximum height would be 48.8m.

There would be a fitness suite and 2 meeting rooms as well as hotel bedrooms at first floor level. Part of the Public Realm within the SRF area is included in the proposal. Epworth Street would be stopped up, subject to formal approval to create a pedestrianised public square, part of which is within the scheme. The main entrance would be from this square and it would also contain an external dining area. The back of house facilities and the cycle parking would face onto Norton Street and part of Adair Street. The restaurant and bar would be open to the public.

The floor plate would sit away from Adair Street from first floor to the eighth when it would extend out to Great Ancoats Street to create the profile at the top of the building.



Proposed Square



Site edged red and proposed landscaping

The facades would be expressed as a series of boxes created through recessed joints, broken up by a random pattern of window reveals. They would be further articulated to Great Ancoats Street and to a lesser extent Epworth Street and Adair Street by a series of 17 'jenga' style projecting planters. They would contain plants to provide and bring greening to the Great Ancoats Street and Adair Street streetscape taking inspiration from schemes such as the Bosco Verticale in Milan. The building would have tree planting on the main roof and a green roof and a green screen at ground floor level on Adair Street.



The façades would be constructed from concrete panels that would be off white in colour with a smooth matt surface and an applied waterproof layer. Other materials include bronze coloured aluminium louvres and bronze coloured curtain wall glazing. Plant would be located within the ground floor and at rooftop level.

Taxi drop-off and a loading bay for servicing would be located on Norton Street. 2 disabled parking bays and coach drop off would be located on Adair Street. 30 cycle parking spaces proposed in the building and the public realm.

The development would be expected to achieve a BREEAM rating of at least 'very good'.

A dedicated bin store would contain 12 x 1,100 litre bins with storage for, pulvable recycling, mixed recycling and food recycling and would be mechanically ventilated. This room has direct access to a lay-by on Norton Street from where the refuse vehicles would park. The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

It is envisaged that the majority of those who visit the site would be on foot, on public transport or on a bike. Any visitors who arrive by car would be able to use nearby car parks. A Framework Travel Plan has been prepared.

The public realm within this site would include:

- The planting of a grove of 9 trees in hard landscape to define the edge of the public square adjacent to the hotel;
- Seating clusters and lighting 'garlands';
- Areas of hard landscaping and new paving to the buildings perimeter; and
- 2 trees are also proposed on Great Ancoats Street.

In support of the application the applicants have stated that:

- The proposal is to bring forward a high-density hotel development that will represent one of the only plots within the Portugal Street East masterplan area that is owned and deliverable immediately by a company with a proven track record in Manchester;
- The redevelopment of this Site would see a high-quality hotel, replace a redundant industrial unit which has potential as part of the delivery of the wider Portugal Street SRF to kick start the regeneration of the wider area surrounding Piccadilly Station. The proposed hotel use is in line with the Council's aspirations of creating a dynamic neighbourhood with a variety of uses and would provide first-class accommodation that would provide for and capitalise on the influx of new visitors expected as a result of the changes to Piccadilly and the introduction of HS2;
- The development would help revitalise the area and improve active frontages onto the surrounding streets;
- Over the build period, the development would support a number of temporary full time equivalent (FTE) construction jobs which will support the local economy and job creations aspirations of the City. These will be provided both on and off site in the developments wider supply chain (for example in pre-fabrication facilities);
- Once operational, the hotel would support 90 - 100 FTE jobs which would accumulate in Gross Value Added (GVA). These will be across a range of roles including managerial, front of house (receptionists and customer service) and back of house (housekeepers and maintenance);
- When operational the hotel will also deliver a range of off-site employment through supply chain purchases and expenditure of wages injected into the local economy by direct and indirect workers;
- The hotel will also lead to important wider regeneration benefits for Manchester. MCC will receive business rate contributions per annum as a result of the proposed development which will then be used to support the redevelopment of the local area, including those development aspiration as set out within the relevant SRF's;

- The proposed development includes an ancillary restaurant and bar which will draw people to this location providing further economic benefits that will feed back into the wider system and community;
- Given the hotels' location on a main gateway into the city, it would enhance visitor's perception of the city, and help to drive footfall and further investment in this area of Manchester; and,
- The proposed use would complement and generate activity in this area and add to its vitality. The introduction of a new high quality, well designed hotel which integrates into an active streetscape will only serve to improve the quality of the pedestrian environment between Piccadilly station and the wider City Centre.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Transport Statement and Travel Plan; Waste Management Strategy; Planning Statement; Statement of Consultation; Tall Buildings Statement TV Reception Survey; Phase 1 Ecological Survey; Energy Statement Crime Impact Assessment; Ground Conditions Statement; Archaeological Desktop Assessment; Ventilation Strategy; and Air Quality Assessment;

Consultations

Publicity – The occupiers of adjacent premises have been notified about the applications and they have been advertised in the local press as a major development, affecting a right of way.

One letter of objection has been received along with 2 letters which whilst supporting the development in principle, have raised a number of queries.

The letter of objection raises concerns about the height being greater than the 12 stories indicated for the site within the HS2 SRF and the potential for the building at the proposed height to turn Gt Ancoats Street into a canyon surrounded by over-tall buildings. It questions the location of the hotel drop off on Gt Ancoats Street and an apparently single taxi drop off at other end of building as adequate and safe provision given the heavily used Great Ancoats Street (A665) and Adair Street.

It then questions the use of bright white facing as a contextual response to the surrounding buildings. Issues are also raised about potential unacceptable impacts on residents from road and footpath closures during the construction phase.

The issues raised by the supporters are summarised as follows:

- Unfortunately, too many times, applicants produce misleading visualisations to curry favour. Once the applicant realises the true cost of maintaining these planters, they will potentially look to curtail the maintenance programme

and/or remove the plantings altogether. A planning condition needs to be attached as part of any approval to ensure the developer or subsequent owner of the building has obligations to both retain and maintain the proposed tree planters, as well as other associated greenery once the hotel is operational;

- White materials do not age well in the Manchester/UK climate. There are countless developments all over the city where white material is used and dampness has set in over the years resulting in an ugly green/grey sprawl all over the facade. There needs to be a condition of approval for the developer/hotel operator to regularly clean the facade to avoid stains caused by dampness and pollution
- The impressiveness of the design of the frontage falls away toward the back, creating a flat, uninteresting elevation along Adair Street with very few windows limiting the amount of active surveillance on Adair Street and potentially creating an oppressive environment. If the council are serious about creating an attractive and interesting urban neighbourhood around East Village, they would be wise to encourage the architect and developer to rethink these elevations, perhaps emulating the front elevation on the back and side elevations too.

The lack of activity on the Great Ancoats Street elevation is unforgivable and this must be rectified.

Places Matter

The Panel applauded what it felt is an incredibly dramatic piece of massing and a conceptually fantastic building. The Panel were very supportive of the proposition, which is considered to be a really exciting scheme. They stated that if it is executed, then it will be very dramatic addition to Manchester. They also made the following key points:

- In responding to the position of the building, at the intersection of the ring road, which demands that the development has “four fronts” the design results in something that is very sophisticated and tremendously exciting. In terms of the four frontages the Panel debated the merits of slipping the ground floor and turning the kitchen orientation, to allow for a view through the building from Adair Street or to make a virtue of the functionality of the kitchens and still put these on show.
- Whilst noting the efforts to address a public square which doesn’t yet exist they encouraged a greater gesture to Adair Street as well.
- The existing trees on the site were considered to be of value and they asked for these to be retained as these would add value to a green and pleasant space off a very busy street.
- The Panel supported the idea for extensive overhanging greenery and the roof top Garden noting that this and the building will need careful lighting to

maximise their positive impact at night. They noted that planting to the kitchen block will need to be as rich as the rest. The greenery must be very well planned and executed to make sure it survives and flourishes and that the plants can get sufficient water.

- Encouragement was given to the introduction of some modulation to the otherwise flat elements of the building, perhaps by pushing in the panels 200mm or so.
- The signage must be carefully controlled, to ensure that the building itself is in fact “the sign”.
- Rain staining needs to be avoided and it was confirmed that the concrete will have a matt finish waterproof finish. This will be imperative to ensure that the fine details, which the Panel were certain you would get right, are not lost in appearance over time.
- There was felt to be a need for a very special response from the Highways department to complement the building, to avoid standard junction radii and guard rail.

Head of Highways- Has no objection and is satisfied that the scheme, with minor highway modifications is unlikely to generate any significant network implications. The final location of a coach drop off facility and other associated highway improvement would be secured through a S278 agreement. Impacts from construction and servicing can be addressed within Construction and Servicing Management Plans.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends conditions relating to the acoustic insulation of the premises and any associated plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place and the management of construction.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints were identified by the developer’s ecological consultant. No evidence of bats was found and on this basis no further information or measures are required in relation to their protection. Nevertheless, lighting should minimise the impact on nocturnal mammals such as roosting bats. They welcome the innovative design and green roofs/walls. They recommend that the use of nectar rich and native species should be encouraged as far as possible and measures suggested within the ecology report in relation to mitigation, to improve the wildlife value of the final development and contribute towards a net gain in biodiversity should be incorporated where possible.

Flood Risk Management Team – Have recommend that conditions should be attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives

Environment Agency – No comments received

TFGM (Metrolink) - Have no comments.

United Utilities - Have no objection providing specific conditions ensure that no surface water is discharged directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – A desk based archaeological study concludes that the site may contain the below-ground remains of the nineteenth century houses with potential for evidence of a Methodist Chapel to survive. They recommend that a condition should require further investigation with any such remains recorded.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide a report of local labour achievements.

Tree Officer- The trees are Council owned but are not very well positioned in terms of sight lines from the road and abutment with adjacent buildings. They would not object to their removal provided a good replacement plan was in position with the possibility to grow new trees on to a decent size. They welcome the bold plan to plant trees on the building. Suggestions about appropriate planting species have been passed to the applicant.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

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

SO1. Spatial Principles - These provide a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The hotel would help to improve the City's economic performance. It would provide jobs during construction along with permanent employment and facilities in the hotel, in a highly accessible location and would support the business and leisure functions of the city centre and the region.

SO5. Transport - This seeks to improve physical connectivity through the development of sustainable transport networks to enhance the City's functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of public transport facilities.

SO6. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on

locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy EC1 - Land for Employment and Economic Development, Policy EC3 The Regional Centre Policy CC1 (Primary Economic Development Focus) Policy CC4 (Visitors, Tourism, Culture and Leisure) and CC8 (Change and Renewal) – The proposal would help to bring forward economic and commercial development within the Regional Centre and as part of the delivery of the objectives of the Portugal Street East Strategic Regeneration Framework (SRF) will act as a catalyst to further investment in the Piccadilly area. It would deliver a hotel within a part of the City Centre identified in Policy EC1 and CC1 as a focus for primary economic development. The proposal would support the City's economic performance and would help to reduce economic, environmental and social disparities and create an inclusive sustainable community. The site is well connected to transport infrastructure.

The City Centre is a key location for employment growth and the proposal would create jobs during the construction and operational phases which would assist in building a strong economy. The hotel would use the site efficiently, improve a vacant underused site, enhance the sense of place within the area, and respond to the needs of users and employees by providing access to a range of transport modes and reducing opportunities for crime.

The proposal could help to assist the delivery of the broader long term objectives for the area, including those presented by HS2. Piccadilly Station is a focal point for investment and the proposal would deliver a product that would complement other schemes in the development pipeline.

The development would be highly sustainable and would bring forward economic and commercial development within the Regional Centre. It would have good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and would enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel

It would develop an underutilised, previously developed site and contribute to the establishment of a new City Centre neighbourhood as well as contributing to the local economy through guests using local facilities and services.

The development would help to create a neighbourhood where people would choose to be by enhancing the built and natural environment and would enhance and create character. The hotel would support the business and leisure functions of the city centre improving the infrastructure. It would offer product which would improve the range of accommodation options and would be close to visitor attractions including the Ethiad Stadium, 'meanwhile' uses at the former Mayfield Goods Yard and the Northern Quarter.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - The Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would support the creation of a neighbourhood which would attract and retain a diverse labour market. The hotel would significantly increase activity and would support the business and leisure functions of the city centre and the region and promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people choices about how they travel and would contribute to sustainability and health objectives. The area is close to Piccadilly Station with its connections to the airport and beyond and Metroshuttle routes and should maximise the use of sustainable transport. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment and business and leisure activities for guests. The proposal would help to connect residents to jobs. The development would include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone) – This would be an efficient, high-density development in a sustainable location which would complement the growth on the fringe of the City Centre. The City's economy continues to grow post-recession and investment is required in locations that would support and sustain this. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant

community. The hotel would complement the existing mix of uses and those emerging in this area and would support local businesses through supply chain arrangements and guests would be encouraged to use local facilities.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to the City Centre context. The building would be classified as tall building within its local context but would be of a high quality which would raise the standard of design in the area. It would be appropriately located, contribute positively to place making and would bring significant regeneration benefits. The design would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The site is not located within a conservation area and the nearest listed building is Crusader Mill. The development would be at a distance that would not impact on its setting. Therefore, it is not necessary to consider the impact of the development on the setting of any heritage assets under Section 16 of the NPPF or policies DC18.1, DC19.1 and EN as set out above.

The compliance of the proposals with the above sections of is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which may be of local significance about which a proper record should be made.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out

how the proposals would meet the requirements of the target framework for CO₂ reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the development would be managed to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change). The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity and has demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development. A number of measures to improve biodiversity are proposed. The Report concludes that the proposals would have no adverse effect on any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through street tree planting, ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

In addition to the Core Strategy Policies set out above the following documents and initiatives are relevant to the consideration of this application:

Climate Change

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 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) 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. 1.3 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 we will take to become energy-efficient, and investing 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 alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –

The local area is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is focused around Piccadilly Station and a Strategic Regeneration Framework (SRF) was produced in 2018. It aims to transform the Station and surrounding area into a major new district based around a world class transport hub.

The purpose of the Masterplan is to ensure that the City is able to capitalise on the opportunities presented by HS2 and expansion of Piccadilly Station. The overarching objectives are to Improve the attractiveness of neighbouring areas to investment; improve physical connections and permeability; and provide destinations for social and cultural activity.

The SRF is designed to be flexible to enable the masterplan and its uses to evolve as opportunities arise and development is brought forward and to respond to market change. Given the long term nature of the SRF, it is not expected to be prescriptive.

The proposal would support and complement the next phase of growth in Manchester and would contribute positively to the delivery of strategic regeneration objectives and be complimentary to the aim of improving connectivity between the City Centre and communities beyond including between New Islington to the north of the site and Eastlands.

Portugal Street East Strategic Regeneration Framework (SRF) 2018 - The Portugal Street East SRF is centrally located within the HS2 masterplan and is adjacent to the proposed HS2 station entrance.

It is envisaged that the successful delivery of the SRF will create a new vibrant mixed-use community which strengthens the Eastern Gateway. The SRF aims to secure comprehensive delivery including areas of high quality public realm and other infrastructure between development plots.

All plots within the masterplan have the ability to come forward either as separate phases or concurrently on the basis that they are in accordance with the principles of the SRF and contribute proportionally to the total costs of the public realm Infrastructure requirements.

The SRF aims to build a vibrant and connected neighbourhood that contributes towards Manchester's economic growth potential and objectives in a sustainable way.

Key drivers for achieving this therefore relate to the following aspirations:

- The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable.
- The development will be of a high density, commensurate with the area's highly accessible location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.

- As part of the vibrant place making strategy required to support the proposed density of development, a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections are essential components of the successful delivery of the SRF.
- Active frontages and public access to the ground floor of buildings should be provided where possible and appropriate, particularly along major corridors of movement through the framework area.
- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.

There is a shift in emphasis from employment to a mix of uses and density that is commensurate with the strategic opportunity. This includes a range of residential and business uses as well as potentially hotel provision and supporting retail and leisure. This reflects market conditions and the need for high quality neighbourhoods and homes within the city to support economic objectives, including the delivery of employment space within the HS2 area. Appropriate locations for height and landmark buildings, and new public space have been identified.

It is considered that the proposal would align with the vision and objectives set out within the SRF such that it would contribute positively to the delivery of strategic regeneration objectives. This alignment is discussed in more detail later in this report.

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

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposed development would be complementary to the realisation of the opportunities set out above. It would start the process of establishing a sense of place within the Portugal Street East Neighbourhood. It would along with other pipeline developments within the SRF area start the process of delivering the network of public spaces which the Plan envisaged to provide strong connections

between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

The Greater Manchester Strategy, Stronger Together, - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal will deliver the comprehensive refurbishment and redevelopment of an underutilised site within the City Centre in order to bring a new hotel franchiser to the City. The proposal will therefore help to achieve a number of key growth priorities set out within the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020 – This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination securing the first hotel within this brand within Manchester will contribute towards that objective.

Destination Management Plan (DMP) – This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, 'The Greater Manchester Strategy for the Visitor Economy 2017 - 2020'. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders' or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, whilst securing this hotel brand within the City would should realise capacity for unlocking the region's international tourism potential.

Other National Planning Legislation

Legislative requirements

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

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

Land Interest

The City Council has a land interest in the site which includes public footway and highway within the site edged red. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for "Urban Development Projects" within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits with the Portugal Street East SRF and within the wider Piccadilly HS2 Masterplan Area the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

ISSUES

The Schemes Contribution to Regeneration and principle of use – The City Centre is the primary economic driver of the region and is crucial to its longer term economic success and its regeneration is therefore an important planning consideration. There has been a significant amount of regeneration activity within and around the Piccadilly area over the past 18 years through private and public sector investment. Major redevelopment has taken place within New Islington,

Ancoats, Piccadilly Basin, Piccadilly Station and Piccadilly Triangle. Mayfield should become a urban neighbourhood which includes a large public park, adjacent to Piccadilly Station. Over the past 15 years new homes including social housing, hotels, apartments and family homes, alongside businesses, offices and public spaces have transformed New Islington and Ancoats.

The Portugal Street East SRF responds to the need to integrate a number of major development initiatives for land around Piccadilly Station. It currently contains light industrial activity in an environment that has seen little investment in recent years, apart from Aeroworks which has been refurbished as commercial space. The development of a bold and distinctive hotel would support the regeneration of the area and could act as a catalyst for delivering further phases of the SRF. This would support and encourage the city centre's expansion.

The area lacks the diversity and vitality that is essential to grow and fulfil the area's true potential. A key objective of the regeneration plan is to ensure that intelligent place-making and design creates an attractive neighbourhood. The proposal would be consistent with the guiding development principles including the delivery of high quality public spaces. The hotel would be bold and distinctive and would help to transform the area's profile, legibility and function.

The hotel use is consistent with the development principles within the Portugal Street SRF endorsed by the Executive in March 2018.

Tourism is one of the key drivers of the City's economic growth. The City's tourist attractions attract a substantial number of domestic and international visitors and it is second most visited city in England for staying visits by domestic residents and third for international visitors. After London and Edinburgh it is the third busiest UK city destination for international visitors and 23% staying visitors are international. There has been a significant increase in the supply of hotel rooms in Manchester over the past five years, however this has been exceeded by demand growth. Occupancy rates for hotels are around 75%, indicating an undersupply in the market.

Its estimated value to Greater Manchester of the Visitor Economy is over £7.5 billion annually supporting around 92,000 FTE jobs. It is estimated by Marketing Manchester that 4.5 million visitors stay in Manchester every year generating 10.3 million overnight stays annually. The target is to increase this to 13.7 million by 2020, with a clear need for additional hotel rooms in Manchester to serve this future demand.

A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness.

A hotel use is well suited to this location given its visibility and prominence and proximity to Piccadilly Station. The largely open nature of the site creates a poor appearance and has a negative impact on the street scene. The development would enhance the street scene and reinstate the historic building line and the design would respond to its gateway context.

A restaurant and bar would be located on the ground floor facing onto the new area of public realm. This would help to create an active frontage on key streets with activity focused on Epworth Street which would be pedestrianised route through the site.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives, including the Greater Manchester Strategy for the Visitor Economy. A hotel would support the growth of the City Centre as a visitor attraction and business destination, both domestically and internationally. It would be located adjacent to a major transport hub with exceptional connections and would help to promote sustainable economic growth.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing these proposals is whether a building of 13/14 storeys is appropriate in this location. This is considered to be a tall building and as such it should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and in terms of the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

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

Environment. This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. In terms of the above the key issues for consideration relate to the appropriateness of a tall building in this location and its impact on the setting of any nearby heritage assets.

Principle of a Tall Building in this Location

The site is adjacent to Great Ancoats Street and close to Piccadilly Station which are 2 of the most important gateways into the city. Its location adjacent to Great Ancoats Street means that it forms part of the first impressions of Manchester for visitors.

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. City Centre sites are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. The SRF emphasises the need for tall buildings to comply with the above and national policy requirements. Of relevance to this application it also places a particular emphasis on the following:

- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the city's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm; and
- The design needs to be credible and therefore demonstrably deliverable to act as a catalyst to the positive regeneration outcomes.

The site is underutilised and has suffered from anti-social behaviour and investment is required. The streetscape is diverse and is changing within a northern arc around the city centre which has been a particular focus of investment and regeneration. This has included larger buildings as part of a changing context around the major transport corridors. This includes development of 1 Angel Square (15 Storeys), the 35/ 8 storey Angel Gardens at the junction of Shudehill and Miller Street, Oxid House (13 storeys) and The Astley (9 to 15 storeys)



The HS2 SRF seeks to ensure that areas around the Station can capture the opportunity that HS2 presents. Within the Portugal Street East SRF the aspiration is to create landmark, world class buildings to enhance Manchester's competitiveness and attract investment. The area should support higher density development that is essential for the city centre to deliver sustainable growth. The area can support height in key gateway and landmark locations.

A quantum of bedrooms is required to ensure the scheme is viable and this, to some extent, has driven the height. The development would reflect its prominent position at an eastern entrance to the City with a bold, modern design. That would use the site efficiently. It would act as a landmark which would signal arrival to the city and assist in legibility. It would enhance the sense of place, creating a point for orientation and reference.

Tall buildings need to be exceptional in terms of architectural form and design quality. The Core Strategy seeks to ensure that tall buildings complement the City's

key building assets including designated and non designated heritage assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester. It is also necessary to consider the impact on its local environment, on the skyline and how it would add to its locality. Tall buildings should enhance the character and distinctiveness of an area without adversely affecting established valued townscapes or landscapes, or intruding into important views.

The appearance of the site harms the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line, creates a fragmented streetscape and along with the buildings within the wider area on this side of Great Ancoats Street evokes a sense of semi dereliction. All of this affects and weakens the character and appearance of the area, creating a poor impression of the City and a lack of street level activity. The development should strengthen the street frontage and the publically accessible and active uses to Great Ancoats Street and Epworth Street and to a lesser extent Adair Street would create natural surveillance.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and which optimises the potential of the site.

The proposal would provide a sense of enclosure, define the street block and follow the historic back of pavement building line. It would respond to the urban context and reflect its prominent position. A high density scheme would make the development viable in a manner consistent the regeneration aspirations for the area.



The site presents an opportunity to deliver a bold and innovative architectural response mixing a sculpted form with greenery to create a contemporary landmark building. The apparent mass of the building would be broken down by the expression of the 'jenga' blocks set around the buildings interface with Great Ancoats Street and to a lesser extent the boxed expression resulting from the recessed joints on the Adair Street and Epworth Street elevations.

Public realm would be provided at the hotel entrance to help to create high density development alongside high-quality areas of public realm.



Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

There are no designated assets contained on Site or within immediate proximity to the Site which would be impacted upon. The closest listed buildings are therefore the Grade II Listed Crusader Works located on Chapeltown Street and the Grade II Piccadilly Station. Neither of these buildings sit within direct proximity to the proposed development. It is not considered that the proposed development would impact on these buildings and the redevelopment of the site into a high-quality hotel will improve their overall setting and thus their significance.

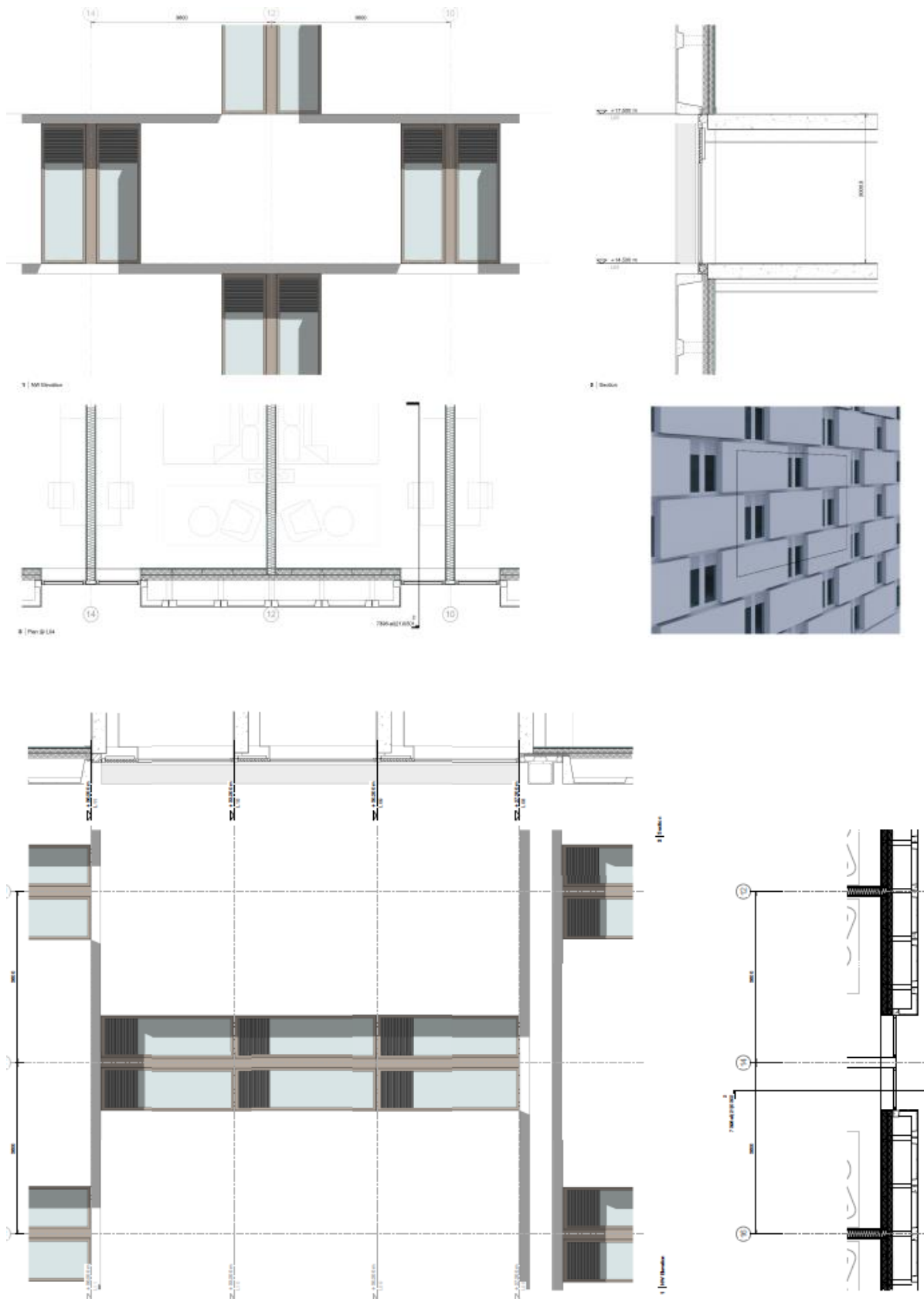
Architectural Quality



The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The simple built form and expressed joints is derived from the buildings functional. The expression changes at the Great Ancoats Street junction to provide a strong marker and the massing is broken up by a series of features. 'Jenga' style blocks are expressed as a number of large planters and the vertical greenery would create a distinctive urban form which would be unique within the City.

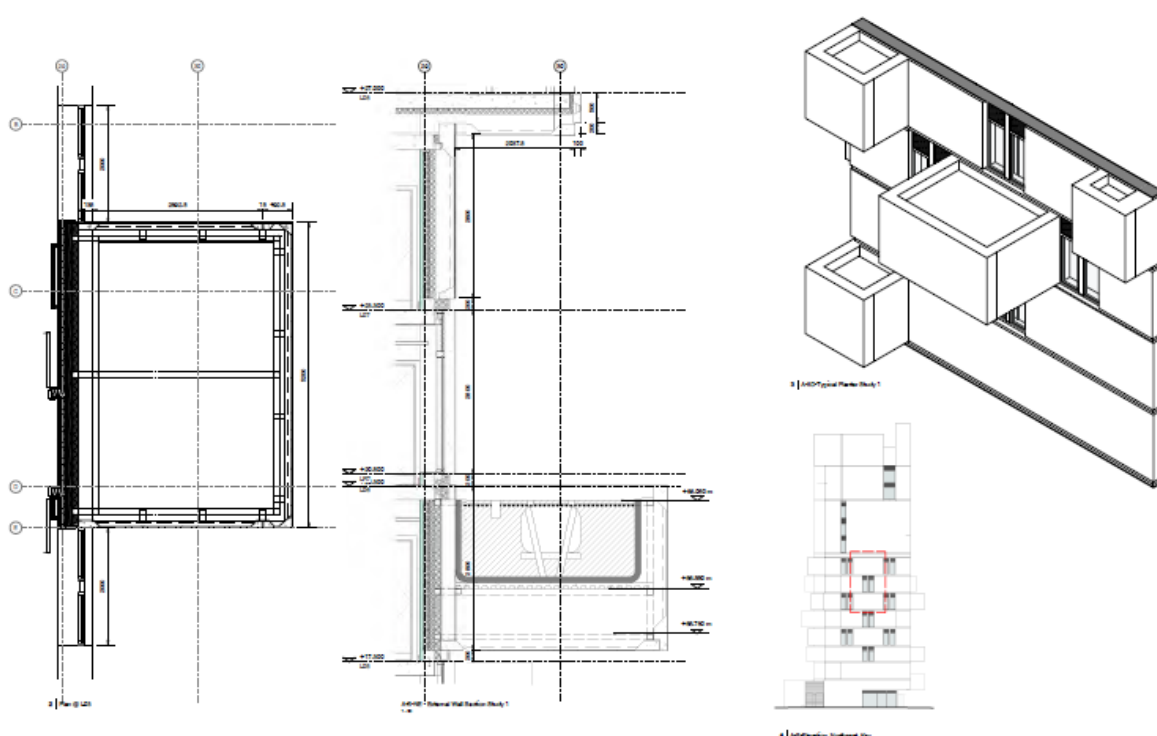
Windows would be set within 450mm deep reveals and there would be 5mm joints between the panels. Panels would wrap around corners such that there would be no mitre joints enhancing the expression of the components as a solid block.



The planters and planting on the first floor and rooftop would help to break up and soften the mass of the building creating a unique architectural form which would enliven the streetscape and skyline.

The ground floor would have high levels of glazing to provide transparency onto the street. The glazing adds a lightweight feel to the bottom of the building and allows greater levels of daylight into the ground floor.

The façade would comprise concrete cladding panels, off white in colour with a smooth matt surface. This would provide a strong contrast to the greenery of the planting which would allow it to be clearly read against the background of the lighter material. It would be treated with a waterproof layer which would allow water to flow quickly off the building to ensure that it doesn't age or stain. Bronze coloured aluminium louvres and frames to glazing would add contrasting warm tones against the white concrete and the planted blocks. Lighting would highlight planting and focal points. Spot uplighters would illuminate tree canopies and trunks whilst linear units can be used to apply a wash of light across green screens or areas of the building elevation.



The technical detail of façade planting would ensure that vigorous, well established plants are provided and a condition would ensure that it provides year round visual interest that is appropriate to its location. A condition would also require a maintenance strategy to be submitted for the planting and for the cleaning / maintenance regime for the white facades.

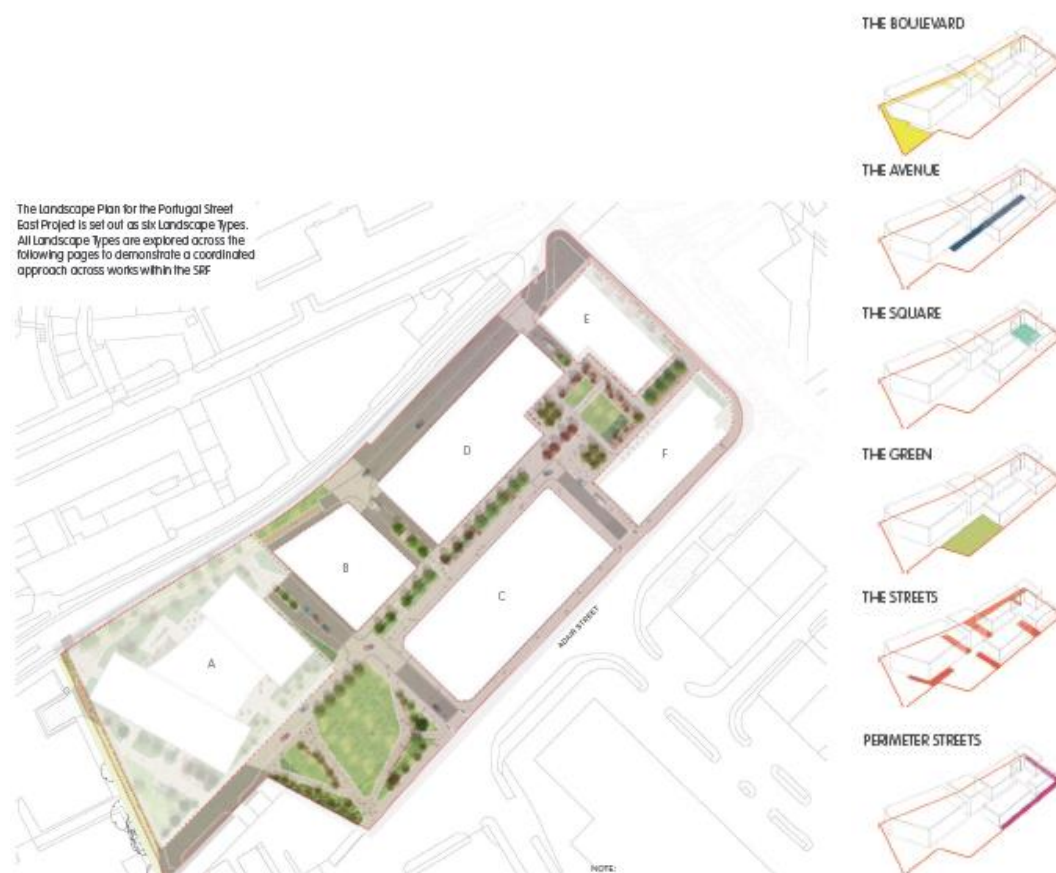
Concrete panels have been used on many sites including numbers 1 and 2 St Peter's Square. These materials are appropriate and would deliver a high quality design subject to the right detailing and quality control mechanisms which can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building which the SRF as well as local and national planning policy aspires to.

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

A key urban design principle within the PSE SRF relates to the need to ensure that new development delivers safe, well-lit and attractive connections between adjoining regeneration areas on either side of the Inner Ring Road. This proposal has a key role providing a stepping stone to encourage the natural expansion of the city centre and provide key north-south and east-west connections between the city centre, Piccadilly Basin, the wider HS2 masterplan, and the key regeneration areas in Ancoats and New Islington.

The SRF would ensure that no one plot is delivered in isolation of the delivery of the wider public realm strategy and whilst this application in itself would deliver only the public realm around the site within the site edged red this needs to be understood within its wider context and the overall vision.

The development would address public space that is proposed directly outside its entrance. This public space would support the high density development proposed and be consistent with the hotel's high quality offer. The highly glazed ground floor uses of the hotel would address the square.



The proposal are based around two new spaces, the park and the square. These spaces would be connected by the Avenue which would link what are currently

3.18 Green façades - Typical planting strategy applied to north-east corner of building



6.19 Green façades - Typical section of NE corner



The flat roofs of level 1 and 13 would have green roofs. Sedum planting to the Level 1 would facilitate an appropriate green roof build up including specialised growing medium, irrigation system and loading capacity. Level 13 would be covered in a loose gravel finish with opportunity for self-seeded planting to develop. There would also be 3 trees in planters on level 13 and 2 on level 1

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site the range of technical expertise that has input to the application is indicative that the design is technically credible.


The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

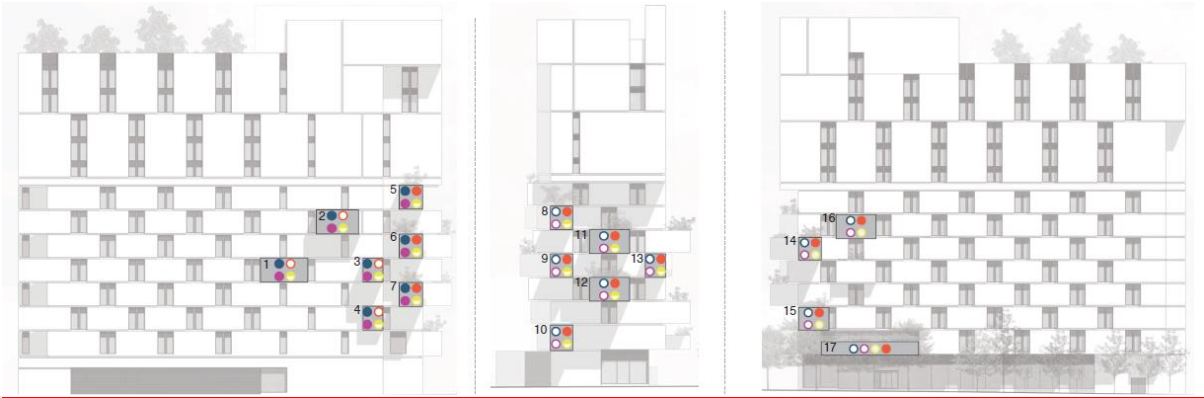
The greening to the facades is an unusual feature without precedent in the City and forms a key component of the high quality of proposal. Each planter would have an automated irrigation system. This would allow the planting to become established and reduce the number of maintenance visits. The drip irrigation system would enable monitoring, irrigation and feeding of the planting and could be reprogrammed to respond to localised climatic variations. This system would utilise a grey water with the main water supply as a backup, and would operate through the evening when evaporation losses will be at their lowest. A weather station system would monitor conditions and adapts the watering for each zone to suit local variation.

An understanding of sun path, wind and exposure, air quality and pollution would inform the plant species selection ensuring that they are suitable for each 'jenga' block's specific microclimate.

The following factors have been considered and have also influenced the design approach and planting specification: Vertical spacing; opportunity for growth; Horizontal spacing: ensure space for lateral growth; Rooting media volume

The table and corresponding diagram below illustrate the varying microclimates for each 'jenga' block, with aspect, wind, drought, light and anticipated additional shade caused by adjacent planting or potential future development all considered. These factors will inform the final choice of plants.

Jenga Block No	Climatic Conditions			Light Conditions		
		Wind/Exposure Significant ● Partial ○	Potential for drought Significant ● Partial ○	Sun Full Sun ● Partial Sun ○ Shade ○	Shade cast by adjacent planting	Future potential for overshadowing
1	SE	●	●	○		
2	SE	●	●	○		
3	SE	●	●	○		
4	SE	●	●	○		
5	SE	●	●	○	●	
6	SE	●	●	○	●	
7	SE	●	●	○	●	
8	NE	○	○	○	●	
9	NE	○	○	○	●	
10	NE	○	○	○	●	
11	NE	○	○	○	●	
12	NE	○	○	○	●	
13	NE	○	○	○	●	
14	NW	○	○	○	●	●
15	NW	○	○	○		●
16	NW	○	○	○		●
17	NW	○	○	○		●



From an analysis of climatic conditions which has informed the proposed planting on the building, it has been concluded that tree species will need to be tolerant of wind, shade and drought, with the ability to flourish in a containerised environment. A mix of shrub, fern and grass species will provide texture and colour throughout the year. A mix of deciduous and evergreen species, some of which flower or offer autumn / winter interest will create a constantly shifting canvas as the year progresses. Climbing species should not be too vigorous to ensure that the desired aesthetic can be easily maintained. This can be achieved through tendril climbers using steel cables to guide growth, with self-clinging only used in easily accessible areas.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision)

This highly accessible location would encourage the use of more sustainable forms of transport. The proximity to shops, restaurants, bars and visitor attractions mean that many guests would access these facilities by walking or by tram.

The hotel would be marketed as a car-free but parking space is available within nearby car parks. 30 cycle spaces would be provided for guests and staff, 20 within the building and 10 adjacent to the hotel entrance within Sheffield cycle hoops. A taxi drop off would be located on Norton Street close to the entrance on Epworth Street. Parking for disabled people would be available in the 2 bays on Adair Street or in nearby multi-storey car parks.

Blue badge holders can park for up to 3 hours on single or double yellow lines, which would allow additional drop-off / collection close to the development.

A condition would require a Travel Plan to be agreed prior to occupation with implementation to be monitored and revised within 6 months of occupation.

The hotel would require deliveries each day. Servicing areas and entrances would be on Norton Street and connect with the back of house facilities including the kitchen and bin store.

Highways are satisfied that the proposal is unlikely to generate any significant impact in terms of highway safety. The current car park generates traffic and activity on a regular basis. It is therefore considered that potential highway impact on surrounding roads would not be significant.

Highways have recommended that a Servicing Management Strategy is conditioned to manage all refuse use and delivery requirements. A scheme of highway works to include TRO amendments, provision of disabled parking bays, a coach drop off footway improvements have also been agreed in principle and are required should approval be granted.

Given the above, the proposal would not produce a significant increase in traffic flow/ loading requirements on the streets surrounding the development

Sustainability

Larger buildings should attain high standards of sustainability because of their high profile and impact. An Environmental Standards Statement (ESS) and Energy Statement (ES) has assessed the physical, social, economic and other environmental effects of the proposal and how it relates to sustainability objectives. It sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy. The sites highly sustainable location should reduce its impact on the environment.

The development would accord with a wide range of principles that promote energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build stages and also in operation. The development would aim to achieve a BREEAM 'Very Good' rating. It would aim to minimise CO2 emissions by reducing the site's needs for energy and providing some through by renewable/sustainable means. Issues such as water, waste and biodiversity are also addressed.

Good design can minimise energy use by improving the efficiency of the fabric including its thermal performance and air tightness above Building Regulations requirements. Energy reducing and low carbon technologies would be applied. The Energy Strategy aims to deliver a suitable Low Carbon/ Zero Carbon strategy for the development including improving the thermal performance and air tightness, along with the introduction of Air Source Heat Pumps.

Brief summary of the proposed energy efficient measures is set out below:

- LED luminaries with PIR occupancy sensing and intelligent control
- Improved heat generation efficiencies
- Energy efficient heating equipment and controls
- Improved building fabric and air permeability
- Provision of heat recovery on ventilation systems and low energy fans
- Energy metering complete with Automatic Monitoring and Targeting (AM&T)
- Highly efficient refrigerant based heating and cooling system

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of surrounding land and buildings in relation to sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. However, any harm does need to be considered with reference to site context.

Sunlight / Daylight

The need for high density developments in the City Centre means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate manner. Historically this was a commercial area with Victorian warehouse buildings built in close proximity to each other. Recent regeneration has seen a number of these warehouses converted to office or residential use. Streets are narrow and expectations for daylight need to be balanced against the benefit of regeneration

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This type of assessment is not mandatory but is generally accepted as the industry standard and local planning authorities use it to assist consideration of these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to buildings is sometimes inevitable.

A residential development known as Quantum Apartments (Chapeltown Street) and the Ibis Hotel on Great Ancoats Street could potentially be affected by the proposal. The baseline position is the site prior to demolition.

For daylight impacts the BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests.

Firstly, the guidance advises an assessment of how much Daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). This measures the percentage of the sky that is visible from the centre of a window. The less sky that can be seen means that the daylight available would be less. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%. However, in relation to higher density environments, within the guidelines if a window already receives less than 27% VSC, then a reduction in the existing value of up to 20% (i.e. 0.8 x) is considered to be acceptable on the basis that such a reduction is unlikely to be noticed by the room's occupants.

An assessment known as 'No Sky Line ' (NSL) measures daylight distribution and assesses how the light is cast into the room, and examines the parts of the room where there would be a direct sky view and the parts that would not have direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value as this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: the net glazed area of the window in question; the total area of the room surfaces (ceiling, walls, floor and windows); and the angle of visible sky reaching the window(s) in question. In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF

Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window. The assessment submitted with this application has considered the VSC and NSL for daylight assessment.

The VSC level diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations in particular. If the guidance were to be applied rigidly in city centres, very little development would be able to be built

For the purposes of this analysis only the VSC and NSL tests have been carried out.

The BRE Guide explains that sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;
- Receives less than 0.8 times its former sunlight hours during either period; and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH)

As with daylight, a sunlight reduction of over 20% does not automatically mean that sunlight to that room would not be sufficient, but it would be more noticeable.

For Quantum Apartments all the assessed rooms are fully compliant to the VSC and NSL daylight targets and the APSH sunlight targets.

The BRE Guidance states that the guidelines 'may' be applied in relation to hotels where occupants have a reasonable expectation of daylight. The patrons of a city centre hotel, patrons would not typically be occupying the room during the day, but are likely to be attending business functions or sight-seeing/shopping. It is not therefore necessary to consider the impacts on the transient/occasional occupants of a hotel room. However, figures have been provided which show that the Ibis Hotel will meet the VSC daylight targets, although not all of the bedrooms will meet the

NSL daylight distribution targets (79% compliance). As the rooms overlooking the proposed development are all bedrooms, we have not assessed them for APSH sunlight.

It is considered that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

Cumulative Impacts

Two further nearby projects that have been recently submitted however, one of these have not yet been validated (Victoria House). Ordinarily, the BRE Guide only requires the assessment of consented schemes however, as the developers are working collaboratively, the cumulative impact of the developments has been undertaken.

These are within the Portugal Street East SRF Area and could come forward on a similar timescale. In terms of the Ibis Hotel 91/136 (67%) of the windows would be compliant for VSC and 86/126 (68%) of rooms would be compliant for NSL. Again as the affected rooms are bedrooms no APSH analysis has taken place.

For the Quantum Apartments 101/180 (56%) of the windows would be compliant for VSC 162/172 (94%) of rooms would be compliant for NSL 173/173 (100%).

The orientation and height between the proposed indicative development of, the Former Fairfax Building, and the Former Victoria House, schemes mean that the impact to Quantum Apartments is as a result of the development of the Former Victoria House and the Former Fairfax Building, rather than the proposal. The additional cumulative impact on the Ibis Hotel is from a combination of the proposed development and the proposed development of the Former Victoria House, rather than just the proposed development in isolation

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Wind

The effect of development on the wind environment at street level can impact on how comfortable and safe the public realm is. If risks associated with the wind environment, cannot be designed out, they should be minimised by mitigation measures. A Desk Study has assessed the wind environment and has considered the massing and exposure of the scheme in conjunction with long-term wind climate statistics. The impact of topography, building shape and climate on wind condition has informed the need for mitigation measures. It includes buildings being constructed close to the site and committed schemes which might also have an impact. The significance of effects is assessed based on current or planned pedestrian activities. There has been further modelling of some areas using Computational Fluid Dynamics modelling which simulates the effect of wind (an acceptable industry standard alternative to wind tunnel testing). This confirms the

scheme would generally be suitable with some mitigation that has been integrated into the design.

The main building entrance on the north-western façade would benefit from the shelter provided by the canopy above, and localised mitigation measures are not required here. The main amenity area is located to the north west of the proposal and is expected to meet acceptable sitting conditions during summer and mitigation is not required. There are no upper level amenity spaces planned for hotel guests. A first-floor external amenity for staff would benefit from mitigation were long term sitting intended. However, as this space will not be accessible to guests, mitigation measures are not required.

Overall the proposal is expected to have negligible effect on pedestrian level wind conditions.

Air Quality

An Air Quality Assessment notes that dust and particulate matter may be emitted into the atmosphere during construction but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area, which could potentially exceed the annual nitrogen dioxide air quality objective. The principal source of air quality effects would be from vehicle movements. The proposal would result in the removal of some informal parking spaces. As no parking is included within the development it would not significantly affect air quality. As the proposed use is a hotel the annual air quality objective levels do not apply. However, the proposed layout indicates that guest rooms are located from first floor level and above. Given that pollutant concentrations reduce with height, elevated pollutant concentrations that may be experienced at street level would be reduced at first floor level and above.

A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality.

Noise and Vibration

During construction, there is potential for short-term adverse noise impacts to occur as a result of on-site construction activities, especially during the demolition, piling and excavation phases. However, the adoption of appropriate noise and vibration monitoring and management should ensure all impacts are minimised as far as reasonably practicable. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption.

There are no amenity issues that would impact on surrounding residential properties over and above those expected in the city centre. There would be no noticeable increases in traffic. All fixed plant and equipment and operational noise from commercial activities would be specified to meet the City Councils noise criteria

The implementation of 'best practicable means' would minimise noise and vibration during construction such as observing hours of construction, selection of appropriate plant and equipment, the use of barriers and enclosures and the implementation of on-site management and monitoring of noise and vibration levels. The contractors would be required to engage directly with local residents and a Construction Management Plan would be required through a condition.

TV and Radio reception

A Pre-Construction Signal Reception Impact Survey concludes that that any signal degradation to properties adjacent to the proposal and in the local area would be negligible. In terms of Digital Terrestrial Television (DTT) – Freeview due to the existing good coverage and lack of low mounted antennas in any theoretical signal shadow zone, the proposal is not expected to impact the reception of DTT (Freeview) services. For Digital Satellite Television - Freesat & Sky noting that Tall buildings can disrupt digital satellite television by causing an obstruction on the line-of-sight between the satellite dish and the satellite and that the taller the building, the longer the theoretical signal shadow, it is noted that as there are no satellite dishes located in any theoretical signal shadow zones, no interference to the reception of digital satellite services would occur.

Overall, the proposed development is not expected to cause any television reception disruption. No interference is expected and no mitigation measures to restore the reception of television services are required. Should tower cranes cause interference on a greater scale than the completed development, this would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. GMP confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit have identified potential archaeological interest of local importance in relation to 18th century housing and a Methodist Chapel and recommend that the remains should be evaluated through trial trenching. Demolition should stop at ground level and not extend to the grubbing-up of warehouse foundations. If appropriate, a more detailed and open area excavation may be required to inform the understanding of the potential and significance and this should be a condition.

Waste and Recycling

There would be dedicated recycling and refuse areas in the ground floor. The hotel staff management would move refuse bins to the collection areas on Epworth Street from the refuse store. Level access would be provided between the bin store, the public highway and adjacent to the loading bay. The number of bins for each waste stream and their compliance with MCC standards have been detailed earlier in this report. Bins for each type would be clearly marked.

Flood Risk and Sustainable Urban Drainage Strategy

The site is within Flood zone 1 and is low risk of flooding from rivers, sea and ground water. It is in the Core Critical Drainage Area in the Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

The Drainage Strategy explains that surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of pre development rates therefore providing a betterment to the existing situation.

The proposed system has been designed so that there is no flooding to the development in a 1 in 30 year event and so that there is no property flooding in a 1 in 100 year plus climate change event. Attenuation would be managed through on site storage below ground and flow control management.

Surface water would discharge to the existing public combined adjacent to the site subject to agreement with United Utilities.

A minimum practical restriction of 5.0 litres/second has been assumed which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

How will water be stored within the site (underground tank) to restrict the flow rates

It is anticipated that management of surface run off could be linked to the irrigation of the projecting planters. Whilst the extent of external works is very small there is an opportunity to explore the possible use of permeable pavements or sustainable drainage systems subject to ground conditions. This will be confirmed by ground investigations. If permeable pavement can be used it would reduce overall catchment area discharging into the public sewer.

Conditions could be imposed requiring details of the surface water drainage and a maintenance and management plan of the system to be approved. An initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the policy principles.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

Biodiversity and ecosystem services help us to adapt to and mitigate climate change. They are therefore a crucial part of our effort to combat climate change.

There are no statutory designated wildlife sites within 1 km of the site. The site is located within the outer Impact Risk Zone for the Rochdale Canal (SSSI), (SAC). There are 2 non-statutory designated sites within 1 km of the proposed area:

- Ashton Canal West Site Biological Importance (SBI) is located approximately 0.13 km to the north west of the site. The canal is important for its submerged aquatic flora, despite reasonably heavy usage;
- Rochdale Canal Stott's Lane – Ducie Street Basin Site Biological Importance (SBI) is located approximately 0.52 km to the north west of the site. The canal supports regionally important aquatic habitat and species, including internationally important populations of floating water plantain.

There is limited suitable foraging and commuting habitat for bats in the area surrounding the site as it is dominated by hard standing, buildings and roads, with high artificial lighting levels and it is considered that the building has negligible potential to support roosting bats. If bats are found or suspected, it is a legal requirement that work must cease immediately until further advice has been sought from Natural England or the scheme ecologist.

The development would result in the loss of two trees and amenity grassland. These habitats are locally common and of limited ecological value.

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. No on site habitats are of ecological value in terms of plant species and none are representative of natural or semi-natural habitats or are species-rich. There are no Priority Habitats and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 are present on site.

As designs for the site develop, an ecologist can advise on ways to provide enhancements, in addition to mitigation, to improve the wildlife value of the development and contribute towards a net gain in biodiversity. Examples of enhancement measures could include:

- Additional wildlife boxes (bird and bat);
- Additional plantings to provide foraging habitat for bats and nesting habitat for birds. Native, nectar rich plants that attract insects would be recommended as they would enhance foraging opportunities for bats in the local area for suitable species.

The proposed public realm would include the following elements which would both enhance biodiversity and mitigate climate change:

Levels 1 and 13 of the hotel would have green roofs: Sedum planting to the Level 1 would be facilitated by an appropriate green roof build up including specialised growing medium, irrigation system and loading capacity. The Level 13 roof would be covered in a loose gravel finish with opportunity for self-seeded planting to develop. There would also be a green screen on the Adair Street elevation.

Within the 'jenga' blocks planting would consist of 3 layers comprising trees, shrubs and trailing plants and tendril climbers.

Along with other features recommended in the Ecology Assessment these features should improve biodiversity and form corridors which enable natural migration through the site. The, increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

It is considered that the wider regeneration benefits which would be derived from the development and associated works required to Epworth Street which necessitate the removal of the 2 existing trees would, when considered alongside the mitigation for that loss from the proposed level of green would deliver support the loss of the 2 trees,

Agreement of final details of biodiversity enhancements informed by inputs from a qualified ecologist could be a condition of any consent granted.

Contaminated Land Issues - A phase 1 Desk Study has assessed geo-environmental information concludes that the existing made ground is unlikely to pose a risk to human health and as such no soil remediation is likely to be necessary. The presence of Glacial Till would act as a physical barrier removing the pathway of contamination from the made ground reaching the Principal aquifer. As a result the risk to controlled waters is deemed to be negligible. It has been recommended that prior to development and after demolition further ground investigations are undertaken to assess the ground conditions beneath the existing building. A condition would require a full site investigation to confirm the above and remediation measures to be agreed.

Disabled access - The scheme has been designed to meet the requirements of AD Part M in order to satisfy the Building Regulations and 2010 Equality Act. The design and layout has been developed with an inclusive approach to allow safe and secure access throughout the building. It would comply as far as practicable with the Core Strategy DM1 and p17 of the Manchester Design Guidance SPD.

The development would include the following features:

There would be level access into the Ground floor main entrance and power assist pass door;

The facilities at Ground floor would be level and almost entirely open plan. The WCs would have a large lobby and a DFA 2 compliant sized accessible toilet and the two suites of toilets also have a larger sized cubicle of 1200mm to be fitted with grab rails, in line with the guidance. The lifts would meet the requirements of both Building Regulations.

The main access stair off the lift lobby would be suitable for those who are ambulant disabled and has disabled refuges at every level in compliance with Building Regulations.

One room of each floor would be specially adapted for use by disabled people (12 in total 4.36% of the total number of rooms). The rooms would be located next to the access core and an interconnecting door to the adjacent room would be provided in case carer access is required.

Hoists tracks would be installed in 3 bedrooms for installation of hoists as necessary. A condition would require the level of demand to be monitored for a 12 month period to establish if further hoists are required

It is considered in consideration of the above that the new building would have an overall good level of compliance with DFA2.

Local Labour – The applicant has committed to securing the employment of local residents from Manchester and Salford through both the main and sub-contracts which would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

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 can be mitigated to be minimal.

Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all impacts associated with the construction, operation and demolition of buildings and infrastructure in order to decarbonise the built environment value chain.

The design team have worked collaboratively to ensure the project minimises the impacts on climate change. The architect and the structural engineer have worked together to develop a skeletal frame with narrow columns and flat slabs, minimising the volume of concrete used and hence the level of CO2 embedded in the construction materials. The current design load allowances as a hotel are more onerous than domestic occupation, so the structure has capacity for reconfiguration as a residential building. The reinforced concrete structure provides a flexible space with potential for future re-use extending the life cycle of the buildings core structure.

For the structural frame, the design team are working with the supply chain to research opportunities for using recycled materials as replacement for ordinary Portland cement (OPC). They are investigating using industrial by-products like ground granulated blast slag (GGBS) or pulverised fly ash (PFA) for partial replacement within the cement.

Other materials used during the construction of the frame would be considered in terms of their CO2 impact for example the timber that is required for concrete formwork and shuttering, the structural specifications require that 100% must be

certified as being sustainably sourced in accordance with Defra's Central Point of Expertise (CPET) scheme.

The use of a large format panellised façade system would reduce the amount of deliveries of materials to site required during construction. Their repetition of a module within the design which means that there can be a limited number of moulds and the repetition of the standard module reduces the amount of waste. The bathrooms for the hotels are to be procured as "Pods" constructed in factory conditions and delivered to site as single units, minimising wastage during construction and again the number of deliveries of materials to site. This will reduce CO2 emissions during the manufacturing process and construction phase.

Summary of Climate Change Mitigation / Biodiversity enhancement

Ecosystems play an important role in regulating climate. They currently absorb roughly half of man-made carbon emissions. Biodiversity and ecosystem services help us to adapt to and mitigate climate change. They are therefore a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

The provision of green infrastructure is integral to the design of this building and should improve biodiversity and enhance wildlife habitats in the urban area with opportunities for the green infrastructure to link to established wildlife corridors forming links between the nearby Medlock Valley with the City Centre as well as the planned park at Mayfield. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

No on site car parking is proposed and the hotel would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. 30 cycle parking spaces would be provided on site. As part of the delivery of the wider SRF the proposals would improve linkages to help improve linkages for pedestrians and cyclist from the east of the city into the centre.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

Mitigation for climate change has been considered for both the construction and operational stages of the development as set out above and include an approximate 24% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions from the refurbished and extended building. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale.

The proposal would have a good level of compliance with policies relation 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.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Attract new visitors to the City linking them with areas beyond the City Centre core within New Islington and Ancoats which will create opportunities for the growth of support facilities such as cafes, bars, restaurants and shops close within this neighbourhood which along with the proposed hotel bar / restaurant will support the successful establishment of this new neighbourhood and its integration with those adjacent neighbourhoods;
- It includes ancillary commercial uses, including a restaurant and bar, which will draw people to this location providing further economic benefits that will feed back into the wider system and community
- It would not harm the natural environment and would reduce carbon emissions through its design and construction methodology. It would provide job opportunities for local people through the agreement required to discharge the local labour agreement conditions that would be attached to any consent granted.
- Could be accessed via sustainable modes of transport, such as through cycling and walking. It is close to Metrolink, rail and bus links;
- It would not adversely impact on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species;
- Will regenerate previously developed land with limited ecological value in a highly efficient manner which would improve biodiversity;
- Promote regeneration in other areas; and
- Would help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from the hotel accommodation;

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

Response to Objectors comments

The majority of objector's comments have been dealt with within the Report however the following is also noted:

The heights within the SRF are indicative. The junction of Adair Street and Great Ancoats Street has an important role as a gateway and a way-finding element. The height is taller than suggested in the SRF but this would ensure that important SRF objectives are met. The overall massing would be varied and materials and the use of greenery, would break up the appearance of the building. The development would not lead to a canyoning effect given the width of Great Ancoats Street.

The hotel drop off is on Norton Street and not Great Ancoats Street.

Conclusion.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The Portugal Street East and HS2 SRF's advocate that new development within this area should facilitate the full and successful integration of the growth areas to its south and east with the expanding city core to its west. This will support and encourage the city centre's expansion and has a pivotal role to play in encouraging the city's future growth and the introduction of the HS2 rail connection. The proposal would fully align with and start the process of fulfilling those objectives.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. The development would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing and has a design quality appropriate to the site's gateway location. In addition, it would feature a number of measures in terms of its design, operation and construction which would seek to minimise the level of CO2 emissions associated with the development as well as delivering bio-diversity enhancements.

The proposal would improve the overall quality of an area, establish a sense of place, promote a high level of sustainability, is visually attractive as a result of good architecture, would raise the standard of design in the area and would optimise the use of the site and therefore meets with the requirements of paragraphs 127 and 131 of the NPPF.

In line with paragraph 8 of the NPPF the economic, social and environmental gains which are clearly set out in the Report above would be sought jointly and simultaneously. The site does not currently deliver on any of these objectives and has not done for some time. It is considered on balance that the proposals would deliver these gains and deliver a sustainable development solution.

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

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Site and location plan 7396-al(02)0001 P2 (existing site plan);

(b) 7396-al(04)010 P22 ground floor plan, 7396-al(04)011 P15 first floor plan, 7396-al(04)012 P12 level 02 plan, 7396-al(04)013 P12 level 03 plan, 7396-al(04)014 P12 level 04 plan, 7396-al(04)015 P12 level 05 plan, 7396-al(04)016 P12 level 06 plan, 7396-al(04)017 P12 level 07 plan, 7396-al(04)019 P13 level 08-10 plan, 7396-al(04)021 P13 level 11-12 plan, 7396-al(04)023 P13 level 13 plan and 7396-al(04)024 P8 roof plan;

(c) 7396-al(04)055 P11 North East Elevation, 7396-al(04)056 P12 South East Elevation, 7396-al(04)057 P11 South West Elevation, 7396-al(04)058 P11 and North West Elevation;

(d) 7396-al(04)100 P1 North East Perspective, 7396-al(04)101 P1 North Perspective;

(e) 7396-SSL-ZZ-ZZ-DR-A-2121 P2 Façade Assembly-NW Ele-Typical Bay Study, 7396-SSL-ZZ-ZZ-DR-A-2122 P2 Façade Assembly-NW Ele-Typical Upper Bay Study, 7396-SSL-ZZ-ZZ-DR-A-2123 P2 Façade Assembly-NE Ele-Typical Upper Bay Study and 7396-SSL-ZZ-ZZ-DR-A-2124 P1 Façade Assembly-SE Ele-Typical Bay Study;

(f) RFM-XX-00-DR-L-0001 PL03, RFM-XX-00-DR-L-0002 PL02, RFM-XX-00-DR-L-0003 PL02, RFM-XX-00-DR-L-0004 PL02, RFM-XX-ZZ-DR-L-0005 PL02 and RFM-XX-00-DR-L-8001 PL01;

(g) Dwg RFM-XX-00-SK-L-0010 marked up with response to highways comments 21-09-19;

(h) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated 29/01/19;

(i) Details set out in Vectos Consulting's note to Muniza Usami dated 24-07-19

(h) Avison Young's e-mail dated 31-07-19 in relation to ceiling hoists for disabled people;

(i) Stephenson Studios Access and Maintenance Strategy dated 2019.07.15;

(j) Stephenson Studios Waste Management Strategy dated 20-06-19; and

(k) Avison Young's e-mail 31-07-19 in relation to highways issues;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) The demolition of the existing buildings on the site shall be carried out in accordance with the approval under application ref no 124064/DEM/2019.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

4) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all

external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

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

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

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

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

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

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

6) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- *Display of an emergency contact number;
 - *Details of Wheel Washing;
 - *Dust suppression measures;
 - *Compound locations where relevant;
 - *Location, removal and recycling of waste;
 - *Routing strategy and swept path analysis;
 - *Parking of construction vehicles and staff;
 - *Sheeting over of construction vehicles;
- Mitigation against risk of accidental spillages into watercourses
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

8) (a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b). Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in 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).

9) No development shall take place until surface water drainage works details have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Critical Drainage Area with the aim of reducing to the greenfield runoff rate;
- o 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;
- o 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. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. 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;

- o Hydraulic calculations of the proposed drainage system for the entire network;
- o Construction details of flow control and SuDS elements

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to Core Strategy policies EN08 and EN14

The development shall be constructed in accordance with the approved details within an agreed timescale.

10) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) Notwithstanding the details outlined in 2 (f) above, before any above ground works commence a programme for submission of final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority for each phase of the public realm as detailed in dwgs numbered M-XX-00-DR-L-0007-S2-PL01.

The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) A strategy for the planting of street trees within the pavements on Adair Street and Great Ancoats Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and

- (b) Details of the planting strategy within the 'jenga' blocks including how this would achieve a successful and ongoing viability of the chosen species in relation to considerations of microclimate, seasonal interest and maintenance requirements to include input from a qualified ecologist;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist;
- (d) Details of the proposed hard landscaping materials;
- (e) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (f) Details of the proposed street furniture including seating, bins and lighting;
- (g) Details of any external steps and handrails;
- (h) Details of how the building lighting would be designed to minimise the impact on nocturnal mammals such as roosting bats;
- (i) A management and maintenance strategy for (a) the public realm and (b) the planting within the 'jenga' blocks;
- (j) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; and
- (k) Final details of the roof top planting;
- (l) Final details of the green roof and screen to Adair Street.

and relevant details shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme submitted and approved above.

For the avoidance of doubt the approved planting scheme within the 'jenga' blocks shall be in situ prior to first occupation of the hotel and the full landscaping scheme for each phase scheme shall be implemented within an agreed timescale as set out above but with the first phase not later than 3 months from the date the proposed building is first occupied.

Reason - To ensure delivery of a satisfactory development in line with the approved scheme, safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory measures to enhance biodiversity are incorporated within the development in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

12) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the hotel shall be submitted and approved in writing by the City Council as Local Planning Authority to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report

submitted for approval by the City Council as local planning authority and any non-compliance with the above noise standards suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

13) Before any above ground level works commence a scheme for acoustically insulating and mechanically ventilating (a) the hotel, (b) the bar / restaurant and (c) the Gym, against noise from adjacent roads and any noise transfer from the bar/ restaurant use/ gym use to the hotel rooms above, shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

The approved noise insulation scheme shall be completed before each of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non-compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

14) No below ground works 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. Following demolition of the warehouse to current ground level, leaving its foundations intact, and clearance of the rubble - a phased programme and methodology of archaeological investigation to include:
 - i -archaeological evaluation through trial trenching
 - ii -dependent on the above, targeted open area excavation and recording (subject to a separate WSI)
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.

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

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant paragraph 170 of the National Planning Policy Framework and Core Strategy policy EN14 and EN17.

16) The development shall be carried out in accordance with sections 3, 4 and 5 of the Crime Impact Statement Version A dated 22-10-18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

17) Before any above ground works commence an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

18) The window(s) at ground level, fronting onto Epworth Street, Great Ancoats Street and Adair Street 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 streetscene 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.

19) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

20) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the development hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

21) Prior to implementation of any proposed lighting scheme details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants within this and adjacent developments) shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

22) No part of the development shall be occupied unless and until details of a parking management strategy for hotel guests has been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

23) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as detailed within the Interim Travel Plan Curtins Ref: 70489/ITP Revision: V02 Issue

Date: 07 January 2019. In this condition a Travel Plan means a document which includes:

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

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

24) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday deliveries etc. shall be confined to 10:00 to 18:00

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

26) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

A service management plan to detail final arrangements in relation to both refuse collection and deliveries and coach pick up / drop off. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy.

27) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the hotel first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

28) a) Prior to the first use of the hotel hereby approved commencing, a programme for the delivery of a scheme of highway works and footpaths reinstatement shall be submitted and approved in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (i) Provision of 2 x disabled parking bays on Adair Street;
- (ii) A coach layby / drop off on Adair Street;
- (iii) Proposed service bay / taxi drop off on Norton Street;
- (iv) Vehicular crossovers reinstatement/new and resurface footways (in York Stone or another similar high quality material) around the perimeter of the site on Adair Street, Great Ancoats Street and Norton Street);
- (v) Narrowing of Heyrod Street road carriageway to 4m, with a one-way operation from north east to south west, with footways to either side;
- (vi) Resurfacing of Norton Street carriageway;
- (vii) New junction between Norton Street and Heyrod Street; and,
- (viii) New junction layout with pedestrian crossing facilities at the Norton Street / Adair Street Junction.

b) Prior to first use of hotel hereby approved commencing details of the highway works and footpaths reinstatements set out in points i) - iv) above only shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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

29) The development hereby approved shall include for full disabled access to be provided to all publically accessible communal areas of the hotel and identified accessible rooms via the main entrances and to the floors above via lifts.

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

30) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local

planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest

31) Before any use of the ground floor Bar/ Restaurant use hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

32) Final details of the method of extraction of any fumes, vapours and odours from the hotel / restaurant kitchen shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

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

33) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12

months from the completion of development.

Reason - To ensure terrestrial television services are maintained in the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

34) Prior to occupation of the hotel use a strategy for the management and provision of suitable certified mobile hoists within the rooms for disabled people shall be submitted to and approved in writing by the City Council as Local Planning Authority on the basis of an initial provision of 3 track hoists. Final details of the number of hoists shall be submitted to and agreed in writing not more than 12 months following the use of the hotel commencing. The details shall include an evidence based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

Reason - To ensure that adequate provision of hoist facilities for guests pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy (2012).

35) Prior to occupation of the development an investigation of opportunities to plant street trees within the pavements on Adair Street and Great Ancoats Street, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance shall be submitted to and approved in writing by the City Council as local planning authority in accordance with the planting scheme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary

Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the

36) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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

37) The landscaping details hereby approved under condition 11 should be delivered in accordance with phasing plans RFM-XX-00-DR-L-0007, RFM-XX-00-DR-L-0008 and RFM-XX-00-RP-L-0003-S1-PL01 approved as part of the planning permission, or any other revisions to the phasing submitted to and approved in writing by the Local Planning Authority pursuant to this condition. For the avoidance of doubt, the phasing plans state that the development hereby consented should not be occupied until Landscape Phase 1 is completed, and Landscape Phase 2 should be completed within 2 years of whichever is latest: i) the approval of the stopping up Epworth Street; or ii) the release of any further rights in favour of the proprietor of Victoria House that will prevent Epworth Street from being developed in to public realm.

Reason

For the avoidance of doubt and to enable occupation of the hotel prior to the completion of the phase 2 works which are linked to matters outside of the control of the applicant linked to the collaboration agreement the timescales for delivery of which may mean that a temporary landscaping solution for phase 2 may need to be in place for a short period of time following the opening of the hotel and to ensure delivery of a satisfactory development in line with the approved scheme, safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory measures to enhance biodiversity are incorporated within the development in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

38. Before any use hereby approved commences, details of the proposed hours of operation of the external seating area associated with the space and how this would be managed to prevent any crime and disorder issues and disamenity to any adjacent residents shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and 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: 122599/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:

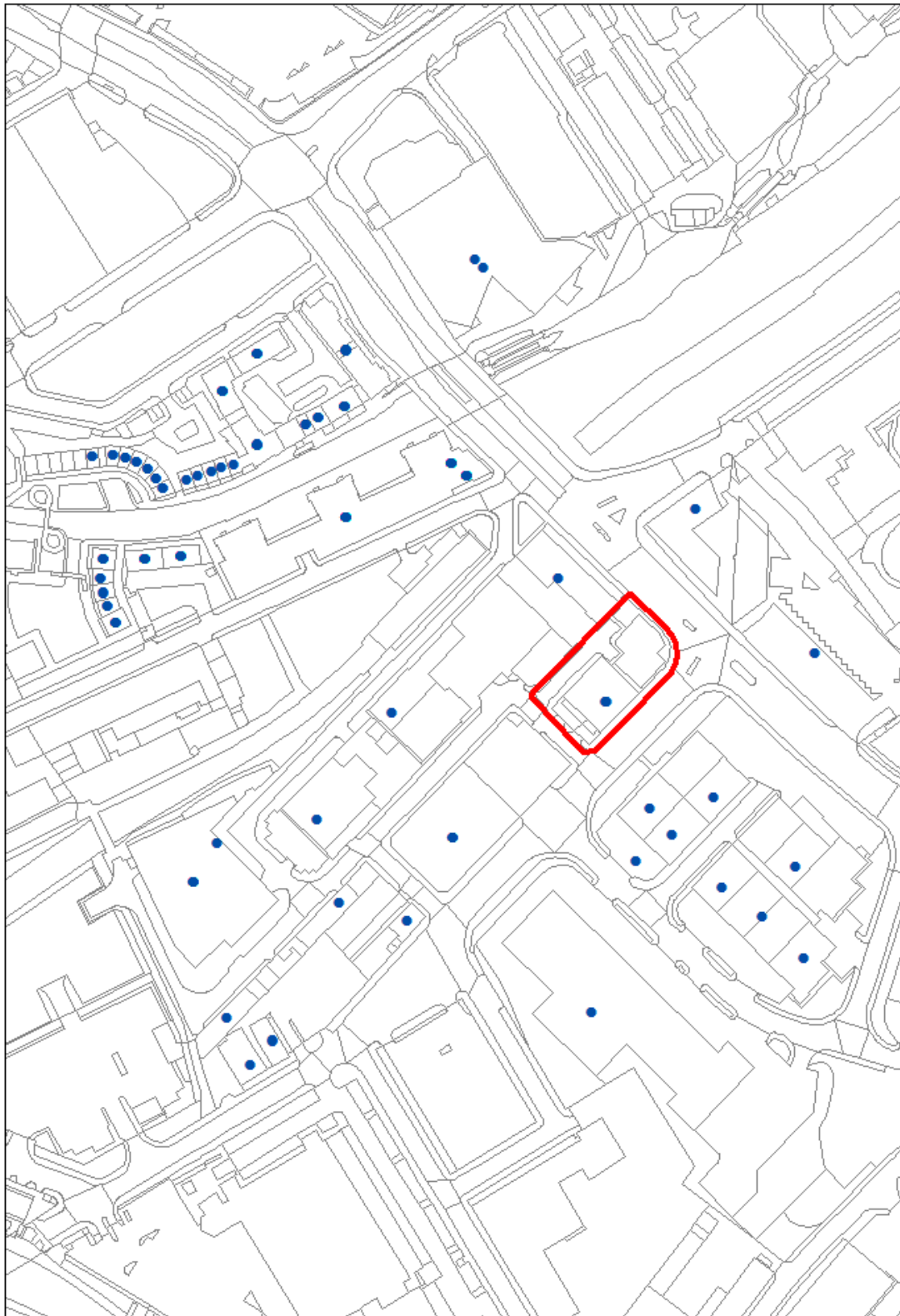
Work & Skills Team

**Environmental Health
Corporate Property
Highway Services
MCC Flood Risk Management
City Centre Renegeration
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Pedestrians Society
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Neighbourhood Team Leader (Arboriculture)**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification
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