

Application Number	Date of Appln	Ward
125804/FO/2019 & 125805/LO/2019	28th Feb 2020	Deansgate Ward

Proposal Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works

Listed Building Consent for internal and external works to the Grade II listed Castlefield Viaduct in relation to proposed redevelopment of land at 325-327 Deansgate and the adjacent railway arches for an aparthotel and flexible commercial uses.

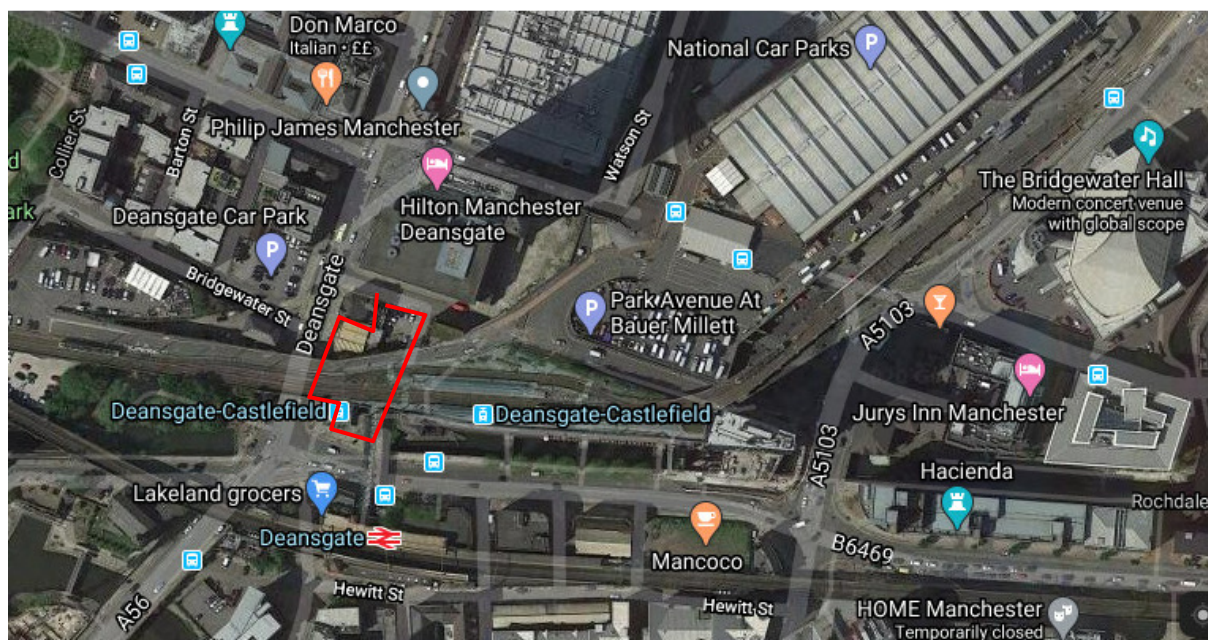
Location 325 - 327 Deansgate, Manchester, M3 4LQ

Applicant Ask Real Estate Limited, Robert Newham & Mitchell Millet , C/o Agent,

Agent Mr Niall Alcock, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

Description

This 0.25 hectares site is bounded by Trafford Street and the Deansgate public house, Century Street, Whitworth Street and Deansgate-Castlefield Metrolink stair and lift core and Deansgate. The Metrolink line runs along the Castlefield Viaduct.



Location of the application site

The site is occupied by a commercial unit and servicing yard, two enclosed arches underneath the Grade II listed Castlefield Viaduct and an area of hard landscaping bordering Whitworth Street West.

Vehicular access is via Century Street and Trafford Street into a customer parking and service yard which provides space for parking and refuse storage. The site slopes towards the Castlefield Viaduct. The western arch forms part of the commercial unit.

The site is highly accessible with rail, tram and bus services nearby. It is close to entertainment and leisure facilities at Manchester Central, Bridgewater Hall, the Great Northern Complex and Deansgate Locks. Nearby residential accommodation includes the Hacienda, Beetham Tower and the Great Northern Tower.

The site is not within a conservation area but could impact upon the character and appearance of the St Peter's Square, Albert Square, Deansgate / Peter Street, St John Street and Castlefield Conservation Areas. Much of the site is part of the Grade II Listed Castlefield Viaduct particularly the brick arches underneath the viaduct.

The Site is adjacent to the Grade II* Listed former Manchester Central Railway Station and the following listed buildings and structures are within a 250m radius:

Grade II Castlefield Viaduct, Grade II Manchester South Junction and Altrincham Railway Viaduct, Grade II Rochdale Canal Lock Keepers Cottage At Lock Number 91, Grade II Rochdale Canal Lock Number 91 At East End of Gaythorn Tunnel, Grade II Deansgate Station, Grade II Artingstalls Auctioneers, Grade II Rochdale Canal Lock Number 90, Grade II K6 Telephone Kiosk Beside South West Corner Of Number 330 Deansgate, Grade II Castlefield Information Centre, Grade II Former Market Hall, Grade II 235-291, Deansgate, Grade II* Deansgate Goods Station (Great Northern), Grade II Former Entrance to Deansgate Goods Station Including Numbers 223 To 233, Grade II 6 Telephone Kiosk in Front Of St John Street Chambers, Grade II* Manchester Central (GMex), Grade II Rochdale Canal Lock Number 92 and Castle Street Bridge, Grade II Merchants Warehouse, Grade II Middle Warehouse and Scheduled Ancient Monument Remains of eastern wall of the Roman fort.

The proposal

The application proposes a 22 storey aparthotel with 279 bed spaces. The main reception area and a coffee shop would be on the ground floor accessed from Deansgate. Plant, substation, waste storage and 28 space cycle store would be on the ground floor accessed from the building, Trafford Street and Century Street.

Two ground floor commercial units would extend into the viaduct arches. One would be accessed via the archway from Whitworth Street West and from Century Street. The other would be accessed via Deansgate. The units are 367 sqm and 200 sqm respectively and could be as A1, A2, A3, A4, D2. 10 cycle spaces would be created in Whitworth Street West to serve the commercial units.

A mezzanine level would accommodate some of the back of house functions, including plant and communications rooms and the guest luggage store. In addition, there would also be mezzanine accommodation for commercial unit 2.



Proposed ground floor layout

Aparthotel accommodation is provided on the remaining floors. A guest laundry room and exercise room is located on the second floor. Further plant accommodation is provided on the 21st floor.

The base of the building (ground to second floor) would be formed of red toned brickwork pre-cast concrete panels. The upper levels would be composed of two main materials. The east and west facades would be formed from light grey pre-cast concrete panels and partially clear and partially back painted fixed glazing. The north and south facades would consist of clear glazing. The building would cantilever over the Castlefield viaduct from the third level.

Public realm would be created on Deansgate and Trafford Street. The proposal would also require the demolition of all the buildings currently on site.

The grade II listed viaduct would be modified with all non-original in-fill structures demolished and the 20th century in-fill to the original viaduct opening on Century Street, Whitworth Street West and Trafford Street would be removed. The hardstanding on Whitworth Street West would be lowered and the pavement levelled. Full-length glazed doors/windows would be installed to the arches on Whitworth Street West and Century Street with louvre panels above. Louvre panels would be located above glazed doors on Century Street as part of M+E strategy. The tower would be constructed immediately north of the viaduct structure and the interface between the viaduct and new build would use minimal and discreet fixings/joints.



Demolition plan

Consultations

The proposal has been advertised as a major development, being of public interest, affecting the setting of a conservation area and listed buildings and being subject to an Environmental Impact Assessment. Site notices were displayed and notification letters were sent to local residents and businesses.

Three objections can be summarised as follows:

- The impact on traffic on Trafford Street and Century Street is not clear. Deliveries to the Hilton hinder access to Trafford Street. This development is likely to make this worse, particularly for pedestrians particularly those access entrances to this and other developments in the area;
- The proposal would have a detrimental impact on a beautiful tram stop. The green wall to the tram stop would be ruined;
- There has been no consideration to green space in the city centre rather developments like this are just seeking to cram as many taller buildings onto small sites;
- The architecture should be in line with the pub and be low rise, this proposal is overdevelopment and does not complement the surrounding area;
- Inadequate consideration has been given to the fact people would visit the site in a car therefore the lack of car parking is a concern.

Highway Services

The site is accessible by sustainable modes for staff and guests and a robust travel plan would support green travel and additional cycle provision would be explored should there be demand. The principle of a disabled bay and loading bay for servicing on Trafford Street is acceptable. Contributions are sought for trees along Deansgate and junction improvements to the junction of Deansgate/Whitworth Street West.

Transport for Greater Manchester (TfGM) (Metrolink)

No objection subject to conditions in relation to safe working in close proximity to the Metrolink line, ensuring that the accommodation is suitably insulated and appropriate structural survey of the viaduct have been undertaken.

Environmental Health

Recommends conditions regarding hours for deliveries and servicing, fume extraction, construction management plan, operating hours for the commercial units, lighting and control of glare, acoustic insulation to the commercial accommodation, glazing specifications and, internal noise limits for the aparthotel. The waste management arrangements are acceptable.

Flood Risk Management Team

The drainage strategy for the site should be agreed. A verification report shall be submitted on completion of the works.

Design for Security at Greater Manchester Police

The Crime Impact Statement submitted with the application should be implemented.

Greater Manchester Ecology Unit

There are no ecology constraints provided that demolition takes place outside of bird nesting season and if works do not commence by March 2021, the survey in relation to bats is updated. Biodiversity improvements should be implemented along with the protection measures.

Network Rail

Consideration of the tower crane guidance would be required as part of the development.

Historic England

No comments

Greater Manchester Archaeology Unit

There could be remains of the Manucium Roman Settlement as well as early 19th Century workers housing, former canal arm and warehouse related to the Rochdale Canal. There is an opportunity to record any exposed elements of built heritage associated with the listed railway viaduct. Further site investigations should be undertaken and secured by planning condition.

Aerodrome Safeguarding

No safeguarding objections to this proposal.

Canal and River Trust

A construction management plan should be agreed to minimise the impact on the Rochdale Canal together with monitoring of piling to minimise any impact on the Gaythorn Tunnel.

Policy

The Development Plan

The Development Plan consists of:

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

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

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a prominent site and the proposal would provide aparthotel accommodation in a sustainable location.

SO2. Economy - An aparthotel use is acceptable in this sustainable location and would add to the supply of high quality hotel accommodation. The development would support local employment during its construction and occupation phases.

S06. Environment – The aparthotel would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. 4 trees would be planted around the perimeter of the site which would have air quality, biodiversity and drainage benefits.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Deansgate. The design and appearance and [landscaping would improve the street scene.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The proposal would support tourism close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality building and fills a gap site in a prominent location.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of this area. It would be fully accessible with parking for disabled people.

Policy CC4 ‘Visitors - Tourism, Culture and Leisure’ - The proposal would support the ongoing regeneration of this part of the city centre and support tourism as defined within the City Centre strategic plan.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrates that there would be minimal impact on the local highway network and use of sustainable forms of transport would be promoted.

Policy C1 ‘Centre Hierarchy’ - The proposal would be located in the city centre which is an appropriate location for such uses.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’
– The proposal would be low carbon. It would have no car parking (with the exception of one bay for disabled people on street), a travel plan and cycle provision.

Policy EN5 ‘Strategic areas for low and zero carbon decentralised energy infrastructure’ - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

Policy EN9 ‘Green Infrastructure’ – The development would provide street trees and tree within the public realm.

Policy EN14 ‘Flood Risk’- Surface water runoff would be minimised.

Policy EN15, ‘Biodiversity and Geological Conservation’ - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 ‘Air Quality’ The proposal would not compromise air quality in this location.

Policy EN17 ‘Water Quality’ - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, ‘Contaminated Land’ - Any contamination can be dealt with.

EN19 ‘Waste’ – The waste management strategy incorporates recycling principles.

Policy DM1 ‘Development Management’ - Careful consideration has been given to the design, scale and layout of the aparthotel.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

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

Saved policy DC18 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the adjacent conservation area. This is discussed in more detail later in the report.

Saved policy DC19 ‘Listed Buildings’ - The proposal has been designed to minimise the impact on the listed viaduct together with minimising the impact on nearby listed buildings.

Saved policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

Saved policy E3.3- The proposal will provide a high quality building along Deansgate and would enhance the appearance of this main radial route.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

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

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

landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

– Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

– Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Green and Blue Infrastructure Strategy 2015

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

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with 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.

Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) (February 2017)

This Strategic Regeneration Framework (SRF) has been prepared in order to guide the future reconfiguration, re-development and re-positioning of the Great Northern, Manchester Central and Castlefield Quay sites in Manchester City Centre.

The application site lies immediately adjacent to the SRF area. The 2017 SRF sets out a comprehensive strategy that will guide the future reconfiguration, redevelopment and repositioning of three key regeneration sites, including the Great Northern Warehouse and Square; the site to the south of Manchester Central; and Castlefield Quay. The SRF notes how these sites represent a highly significant strategic opportunity to transform an extensive area of the City Centre that has been underutilised and largely underperformed for a number of years.

Whilst the Site does not fall within the boundary area, the proposal is considered to sit modestly within its immediate context, following the approval of a number of new tall buildings in the vicinity of the Site. These include Viadux, Axis, and development at 10-12 Whitworth Street West, which will deliver a cluster of towers around the Deansgate transportation hub.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*".

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy*' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).

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

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

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

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

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

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

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

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

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

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

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

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

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

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider: whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation: engineering: reducing the noise generated at source and/or containing the noise generated; layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings; using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and; mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered: layout – the way in which buildings and spaces relate to each other; form – the shape of buildings; scale – the size of buildings; detailing – the important smaller elements of building and spaces; materials – what a building is made from.

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to: encourage sustainable travel; lessen traffic generation and its detrimental impacts; reduce carbon emissions and climate impacts; create accessible, connected, inclusive communities; improve health outcomes and quality of life; improve road safety; and reduce the need for new development to increase existing road capacity or provide new roads.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the

Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Townscape and visual impact;
- Built Heritage;
- Noise and Vibration;
- Wind;
- Daylight and Sunlight.
- Air quality and dust;
- Wind microclimate.

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.25 hectares and although below the threshold of 1 hectares of development which is not a dwellinghouse, an EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and the change from a car park.

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, water, air, climate, cultural heritage, townscape 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; and
- 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.

Issues

Principle of the proposal and the schemes contribution to regeneration

The Manchester economy and population should continue to grow over the next 20 years and the City Centre must provide amenities and services that encourage people to live, work and visit the City. The City Centre Strategic Plan outlines that the City Centre has an important role in providing homes and other facilities.

The principle of high density, mixed use developments, such as hotel and retail developments, are acceptable in this area. Tourism is a critical part of the City's economy generating around £4.5 billion a year and supporting 50,000 jobs. This includes 4.8 m overnight stays. This growth has been significant over the last decade with developments at the Etihad campus, HOME, National Football Museum, Peoples History Museum along with cultural/music events at the Manchester Arena and premier league football, plus the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport could add a further 10 million passengers over the next decade and the opening of The Factory in 2020 could bring a further 140,000 sq ft cultural space to the city. The provision of more hotel rooms is necessary to meet growing demand in this sector.

Hotel occupancy has remained between 75% and 78% despite 3,000 bedspaces being built in the city centre since 2014, demonstrating the continued strength of the market. This is driven by cultural, leisure and business visitors. The operator is internationally recognised and has had a presence in the City for many years.

The commercial units make a limited contribution to the street scene and this development would use the site efficiently and meet identified demand for aparthotel accommodation within a high quality building. It would deliver activity and footfall and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport for guests and staff. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

There would be no onsite car parking, other than the on-street space for a disabled person. This would limit the level of vehicle emissions ensuring the building does not contribute to local air quality conditions.

A travel plan would encourage guests and staff to take advantage of public transport and would ensure vehicle trips are low. There would be a secure internal cycle store with 28 spaces and 10 in front of the commercial unit on Whitworth Street West.

The building fabric would be highly efficient with energy saving measures incorporated into the design. Approximately 50 sqm equating to 26 photovoltaic panels would be installed to the flat roof of the building. In addition, two 50 kw air source heat pumps would be mounted to the flat roof plant area. The photovoltaic panels and the air source heat pumps would generate renewable energy at the site. Other measures would include LED lighting and highly efficient water heaters and overall these measures would achieve a site wide reduction in CO₂ over Part L (2010) of the Building Regulations of 22%.

This reduction exceeds the requirements of policy EN6 which seeks to achieve a 15% reduction in CO₂ on Part L (2010) Building Regulations. A post construction review would form part of the planning conditions to verify that this reduction has been achieved. The proposed development is also targeting achieving a 'Very Good' BREEAM rating.

A drainage scheme would minimise surface water flow rates into the surrounding network. Street trees would be planted in the public realm and footways.

Tall Buildings

One of the main issues to consider is whether a 22 storeys building is appropriate and this has been 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 CABI. Historic Englands Advice Note 4, 2015 updated the CABI and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. It identifies steps that should be undertaken at pre-application for tall buildings which are addressed in the supporting information.

The heritage assets potentially affected and the key viewpoints to assess were discussed and agreed. The scheme was reviewed by Places Matter!

A Townscape and Visual Impact Assessment has examined the impact of the proposal on its context. It explores the effect on the established Townscape Character Zones, significant Heritage Assets and views using established

methodologies and practices. The impact of the proposal is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

A computer modelling process has provided an accurate rendered images and wireline to illustrate the impact of the proposal on the townscape from agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

The proposal could have a significant effect on views and the people who live, work in and visit Manchester. A Visual Impact Assessment (VIA) has assessed where it could be visible from, its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings i.e.; the designated heritage assets. The assessment utilises the guidance and evaluation criteria set out in Historic England's "*Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*" (2015) and adapts the methodology outlined in their document, "*Seeing the History in the View: A Method for Assessing Heritage Significance within Views*" (May 2011).

The Townscape Visual Impact Assessment identified 16 key views to assess the visual impact of the scheme in heritage terms. These are from the corner of Deansgate and Liverpool Road, Deansgate-Castlefield Metrolink Platform (eastern steps), junction of First Street and Whitworth Street West, Great Bridgewater Street, St Johns Gardens, Castlefield Urban Heritage Park, Regent Road, Chester Road, Hulme Park, pedestrian footbridge on Princess Road, Bridgewater Viaduct, Castle Street Bridge, Liverpool Road/Woollam Place, Liverpool Road/Lower Byrom Street, Deansgate/Quay Street and junction of Lower Mosley Street/Bishopgate.

The potential effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area. The Assessment provides a comparison of the impact of the proposal on the baseline position from key viewpoints with a particular focus on of the impact on the conservation area and the setting of listed buildings.

View 1 looks towards the site from Deansgate/Liverpool Road with the grade II listed heritage centre in view, the grade II Castlefield railway viaduct and the Deansgate towers, which dominate the view.

The proposal would be highly visible. However, the building steps back from the Deansgate public house which allows reduces the massing and adds visual interest. The proposal would largely maintain the vista along Deansgate together with an appreciation of the scale of the historic buildings and structures within the view.

There would be negligible harm to the setting of the listed buildings within this view with the development adding positively to the city vista along Deansgate.



View 1 – Corner of Liverpool Road/Deansgate

View 2 looks west towards the proposal from the Deansgate-Castlefield Metrolink tram station. The Beetham Tower and the tram infrastructure dominates the view,

The proposal would be a new addition to the cityscape from this view alongside the Beetham Tower. The stepping effect of the façade would be appreciated and it would form a new high quality, contemporary addition. The view is from the top of the grade II listed viaduct therefore resulting in no negligible impact on the heritage asset.



View 2 – from the platform of Metrolink Station looking west towards the site

View 3 is from the footpath/crossing point at First Street and Whitworth Street West. The Axis tower is a strong vertical feature in the view with Castlefield viaduct behind. The road infrastructure is highly visible as is the non-listed City Road Inn.

The proposal would be a new addition and would complement the urban grain adjacent to Axis. The proposal would be seen above the Grade II listed viaduct which is still largely legible and this is not a sensitive vantage point of the listed structure.

The overall impact from this view is considered to be negligible with the proposal adding to the overall setting of the area. The proposal would be seen cumulatively with 10-12 Whitworth Street. These buildings would frame the proposal making it a focal point.



View 3 - footpath/crossing point at First Street and Whitworth Street West junction looking west

View 4 from the pavement looking west towards the proposal along Great Bridgewater Street. Britons Protection Public House (grade II) and Axis define the left of the view. Manchester Central and the viaduct (Grade II) are in the foreground with the Beetham Tower being the dominant structure rising above the viaduct. The road infrastructure and street furniture provides a degree of clutter.

The proposal would form part of the cluster of buildings adding to the visual interest between Beetham Tower and Axis. The proposal would add to the clutter in the view rising above the viaduct and setting of Manchester Central, however, the listed building and viaduct remain legible. The distinctive view of the Beetham tower would slightly diminish but would remain the dominant vertical structure within the view.



View 4 –Great Bridgewater Street

View 5 is from the southwest from a pathway within St Johns Gardens looking towards the proposal. The Beetham Tower dominates the view with a glimpse view of the Deansgate Towers above the tree line. The remaining part of the view are the landscape surroundings of the gardens. The gardens are with the St John's conservation area and form part of the setting of the listed buildings on St John Street.

The proposal would be partially visible above the historic roof scape of Byrom Street, but would not affect the ability to understand or appreciate the character of the conservation area. The view would remain largely unchanged. There would be some cumulatively impact from the proposed Viaducts development, these are minor.



View 5 - southwest from a pathway within St Johns Gardens

View 6 is looking eastwards towards the proposal from the top of the city wall reconstruction at the eastern side of the Castlefield conservation area. The park is enclosed by the railway viaduct and a taller modern residential building. The Beetham Tower is a dominant element with distance views of Axis Tower.

The proposal would add to the cluster of buildings and would add to the variety of developments in this view. With regards to the impact on the conservation area, it is considered this is a less sensitive vantage point. The setting of the heritage assets remain understood in this contemporary view point.



View 6 – from footpath within Castlefield Urban Heritage Park looking east

View 7 is from the southeast along Regent Road and is dominated by low rise buildings associated with the retail park and the taller Regent One development. The Beetham and Axis towers can be seen in the distant amongst the road infrastructure and street clutter.

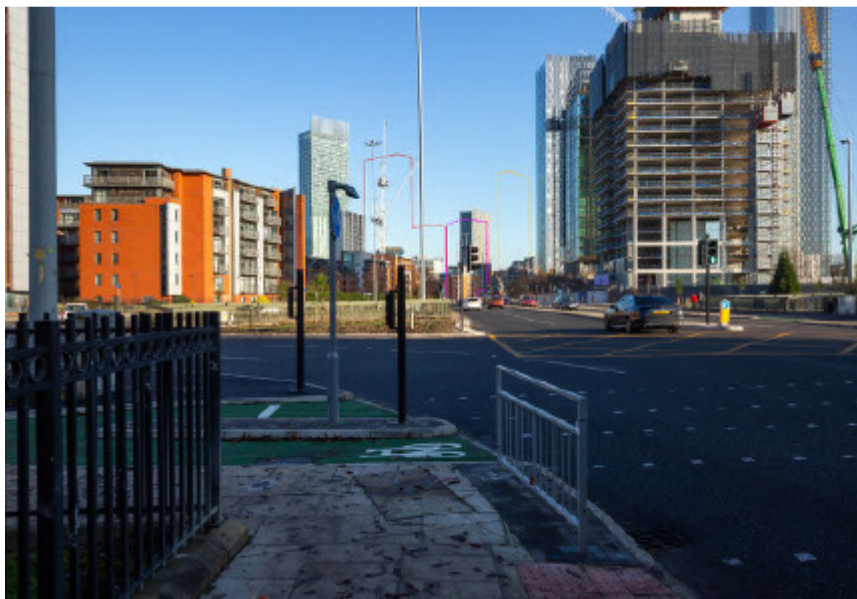
The proposal would form a subtle addition to the skyline with the overall character of the view unchanged.



View 7 – Regent Road

View 8 is an open view looking from a footway towards the proposal from a key city approach on Chester Road. The foreground is dominated by road infrastructure, with glimpsed views of the grade II listed Middle Warehouse and Grade II Bridgewater House (both of which are better understood within their immediate environs). 3 tall buildings dominate the view (Beetham Tower, Deansgate Tower and Elizabeth Towers and Victoria Residence). Construction towers for the 2-4 Chester Road development are visible.

The proposal would be viewed in conjunction with other taller contemporary buildings and would have a negligible impact on the street view and heritage assets.



View 8 – footpath on the northern edge of Chester Road looking north east

View 9 is from a footway in Hulme Park looking northwards towards the proposal. Parkland and mature trees occupy the foreground with the view dominated by Deansgate Square with the River Street tower just visible above the tree line.

The proposal would reinforce the emerging character of the view although it would be largely screened by other buildings and therefore has little effect on the view.



View 9 - pedestrian pathway within Hulme Park

View 10 is from an elevated footbridge over Princess Road with the MMU Birley Campus to the left with the Birley phase 2 towers on the right. The remainder of the view is open and looks towards the city centre. Landmark buildings include the Beetham Tower, Deansgate Square and the Hulme Arch Bridge. The Axis tower is visible with the River Street development forming a prominent vertical feature.

The grade I Town Hall is visible in the far distance but this is not readily appreciated in the view nor is an historic skyline of the city. The proposal would provide a further modern addition to the city skyline from the vantage point which would add to the overall character and grain of development.



View 10 - an elevated footbridge over Princess Road

View 11 is a view from a footway looking north and is on a key city approach on the norther edge of Deansgate/Bridgewater Viaduct. This view demonstrates the interesting visual mix of different building types, styles, dates, scale, form and massing. There is the strong linear form of the Grade II south Manchester and Altrincham junction railway viaduct to the centre and right. The Italianate tower of the grade II former Artingstalls building is to the left along with the Beetham tower.

The view is characterised by historic buildings juxtaposed with taller, more modern developments alongside the road infrastructure. The Castlefield conservation area is to the left but is not the best represented view of the conservation area.

The development would be read as part of the immediate context to the Beetham Tower. Whilst it would rise above the viaduct, and affect its setting, it would form part of the backdrop to the viaduct which is already dominated by modern additions. The overall level of harm is considered to be modest when read in conjunction with the urban grain in this location with the overall effect on the street scene being beneficial.



View 11– Deansgate/Bridgewater Viaduct

View 12 is a view northeast from the Rochdale Canal towpath adjacent to Albert’s Shed Restaurant. In the foreground is the Rochdale canal and lock 92 (grade II) and the Beetham Tower. To the left and middle are the grade II listed railway viaducts and bridges and forms a good representation of the Castlefield conservation area.

The conservation area, and composition of the canal basin, would remain legible and understood with the development adding a further vertical element along with the Beetham Tower and cumulatively with other developments. The other heritage assets would remain understood from this vantage point.



View 12 – Castle Street (Castlefield Conservation Area)

View 13 is from Liverpool Road and the former Liverpool Street station (Grade I) frontage defines the left of the view with grade II commercial Inn public house to the right. The Beetham Tower is the focal point.

The proposal would have no material impact on the appreciation or setting of the heritage assets from this view. The development would form part of a cluster of taller building at the focal point of the view with the Beetham Tower remaining the dominant building.



View 13 – Liverpool Road

View 14 is an enclosed view along Liverpool Road from the entrance area of the museum and is within the Castlefield conservation area and shows the industrial former market hall of the grade II Museum of Science and Industry to the left along with the non-listed early 19th Century Ox Noble public house. The Beetham Tower dominates providing a contemporary backdrop.

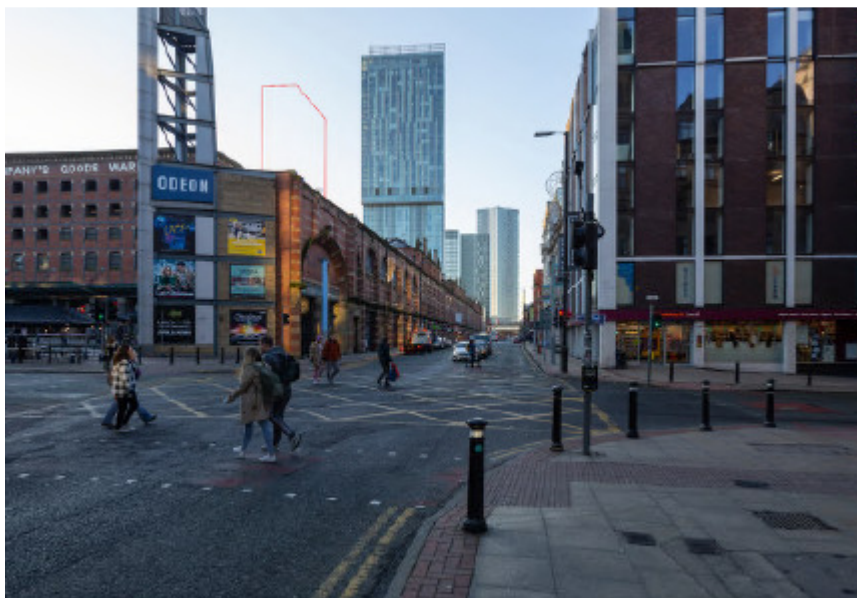
The character and composition of the view would largely be unchanged with the Beetham Tower remaining the dominant with the proposal a minor addition.



View 14 – Liverpool Road/Lower Byron Street

View 15 from Deansgate/Quay Street is from within the Deansgate/Peter Street conservation area. The foreground is dominated by Grade II* Great Northern Warehouse and its modern metal tower. There is an enclosed view along Deansgate to the right terminating at Deansgate Station (grade II). The Beetham Tower is visible above 235-291 Deansgate (grade II) whilst Deansgate Square provides a focal point at the end of the view a forms a cluster of tall buildings.

The addition of the development would not readily alter the view. The development is seen in the background of the view in conjunction with the other tall buildings. The materials on this development contrast with the largely glazed facades of the other buildings, but this adds to the overall quality of the view.



View 15 - Deansgate/Quay Street

View 16 is from the pavement looking south west over Manchester Central (grade II*) towards the development from Lower Moseley Street. The distinctive curved roof is the focal point with a cluster of towers beyond. The development would not be visible from this vantage point when constructed.



View 16 – footpath on lower Moseley Street

The development would form a large and significant development as demonstrated within the 16 views assessed. The impact of the height has been tested and would not be unduly harmful. In the majority of instances the impacts on the local area and on the city townscape would be positive. The use of a high quality materials, and the creation of a distinctive development, would result in an acceptable scheme.

Where the development would clearly be seen in the same context as heritage assets, the significance and setting of them is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme will bring to this area.

Impact of the historic environment and cultural heritage

The site is in a conservation area but is adjacent to the Castlefield conservation area. The St John Street conservation area is approximately 300 m to the north west and the boundary of Deansgate/Peter Street conservation area 350m north.

A two arch section of the Grade II listed Castlefield Railway Viaduct passes east-west through the centre of the site. There are also a number of listed buildings/structures within the immediate vicinity to the site.

Grade II Castlefield Viaduct, Grade II Manchester South Junction and Altrincham Railway Viaduct, Grade II Rochdale Canal Lock Keepers Cottage At Lock Number 91, Grade II Rochdale Canal Lock Number 91 At East End of Gaythorn Tunnel, Grade II Deansgate Station, Grade II Artingstalls Auctioneers, Grade II Rochdale

Canal Lock Number 90, Grade II K6 Telephone Kiosk Beside South West Corner Of Number 330 Deansgate, Grade II Castlefield Information Centre, Grade II Former Market Hall, Grade II 235-291, Deansgate, Grade II* Deansgate Goods Station (Great Northern), Grade II Former Entrance to Deansgate Goods Station Including Numbers 223 To 233, Grade II 6 Telephone Kiosk in Front Of St John Street Chambers, Grade II* Manchester Central (GMex), Grade II Rochdale Canal Lock Number 92 and Castle Street Bridge, Grade II Merchants Warehouse, Grade II Middle Warehouse and Scheduled Ancient Monument Remains of eastern wall of the Roman fort.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated. Whilst a number of listed buildings have been identified, the key listed and heritage assets affected by the proposal is Grade II viaduct. The other listed building identified above, form part of the wider character and view of the proposal and have been considered within the townscape and visual impact assessment. These listed buildings represent the development of the railways and industry in this part of the City creating a unique environment. More recent redevelopment has seen residential, commercial and recreational uses within this area.

There are a number of instances where the development would be seen in views which contain heritage assets but the impact would not be unduly harmful. Where the development would be seen in the same context as heritage assets, their significance and setting is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme would bring to this area.

As such, the impacts of the development amount to less than substantial harm as defined by paragraph 196 of the NPPF and can be suitably mitigated by the high quality and distinctive architecture that the buildings would bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Physical Impact on listed structures

The proposal would have a physical impact on The Castlefield Viaduct which is Grade II, and is listed from Manchester Central to Dawson Street. It was built in c.1877 and consists of red brick arches. It was widened in 1893 when a virtually identical brick viaduct was built. It became redundant in 1969 when Central Station closed and the track beds were. The viaduct was refurbished to accommodate Metrolink, including a waterproofing system, a new concrete deck and a vehicular

access route from Trafford Street. Alterations have also been undertaken to the brick undercroft. In the late 1990s, Deansgate Locks was created in part of the arches facing the Rochdale Canal.

The structure is experienced widely. Its setting is vast and its architectural interest is best revealed from within Castlefield where it is above the canals and roads. It has become fragmented around Albion Street/ Great Bridgewater Street and Lower Mosley Street, due to the alterations that have taken place. The introduction of Metrolink and the alterations at deck level have eroded the legibility of the structure but its group value, along with Great Bridgewater Street Bridge and Manchester Central, remains and is a key part of the railway geography of Manchester.

The architectural form and expression of the viaduct is of high significance. In addition, the viaduct is of considerable historic significance and its group value with other listed buildings such as Manchester Central is also of high significance.

Two arches within the viaduct would be affected by the proposal. These arches are currently underutilised with the western arch inaccessible. Inspections of the eastern arch indicated water ingress which has resulted in deterioration of the brickwork.

The physical works to the listed arches have been the subject technical assessment in order to minimise the impact on the listed structure and its overall significance in order to deliver the scheme.

The proposals to the viaduct structure are as follows:

- Demolishing all non-original infill structures which are located within both arches;
- Removal of 20th Century infill to the original viaduct opening on Century Street, Whitworth Street West and Trafford Street;
- Lowering of hardstanding to arch on Whitworth Street West elevation and levelling of pavement to middle of Century Street;
- Installing full length glazed doors/windows to arches on Whitworth Street West and Century Street;
- Louvre panels located above glazed doors on Century Street as part of M&E strategy; and
- Construction of new tower structure immediately north of the viaduct structure, with interface between listed viaduct and new build element using minimal and discreet fixings/joints.

These works would alter the listed structure. The alterations seek to avoid the loss or compromise the structure's significance. The change and intervention is necessary to re-use the arches and find them a sustainable future. It is not considered that the intervention would affect key elements of the special architectural or historic interest.

The changes impact on minor components and would result in less than substantial harm, with some alterations resulting in a beneficial impact and there are clear public benefit which exist to outweigh this low level of harm. Conditions would ensure that the interventions are carried out using conservation methods.

Heritage Impact assessment

The changes to the setting of a number of listed buildings, conservation areas and non-designated heritage assets would result in a low level of harm and would be less than substantial. In these circumstances, it is necessary to assess whether the impact of the development conserves the significance of the heritage assets, with greater weight being attached with the greater significance of the asset (paragraph 193 NPPF). In doing so, any level of harm should be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 196 of the NPPF.

The proposal would regenerate a key site that has a neutral impact on the area, with the exception of the listed arches, which are in a poor state of repair. It would bring a viable and active use to the site in a high quality distinctive building that would take advantage of the close proximity to the heart of the City Centre and public transport. It would provide a 310 aparthotel within a 22 storey building and reuse the railway arches. Through careful design, scale, massing and materiality, the block is considered to respond positively into the surrounding historic context.

The visual assessment demonstrates that in most instances the proposal would have a negligible or beneficial impact on the townscape. There would be instances where the development can be seen in the context and setting of a number of heritage assets where the characteristics of the view would change. However, such instances the harm would be low level which the heritage assets still being readily understood in the context of the urban grain.

Mitigation and public benefits are derived from the quality of the architecture, the regeneration benefits which will come from delivering the development at the site and the improvements to the local context. There will be also beneficial impacts from the re-use of the arches. Whilst there would be some heritage impacts, this would be less than substantial with there being significant public benefits.

The proposal would continue the regeneration of a key regeneration area. The proposal would introduce a distinctive building of an urban scale and would therefore make a positive contribution to the wider townscape.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Archaeology

A desk based archaeology assessment concludes that despite construction of the railway viaduct, there is considerable potential of archaeological remains relating to the Roman settlement and early 19th Century workers housing and industry. None of these remains are nationally significant warranting preservation in situ, but they would require a record to be made if they are impacted on by the development.

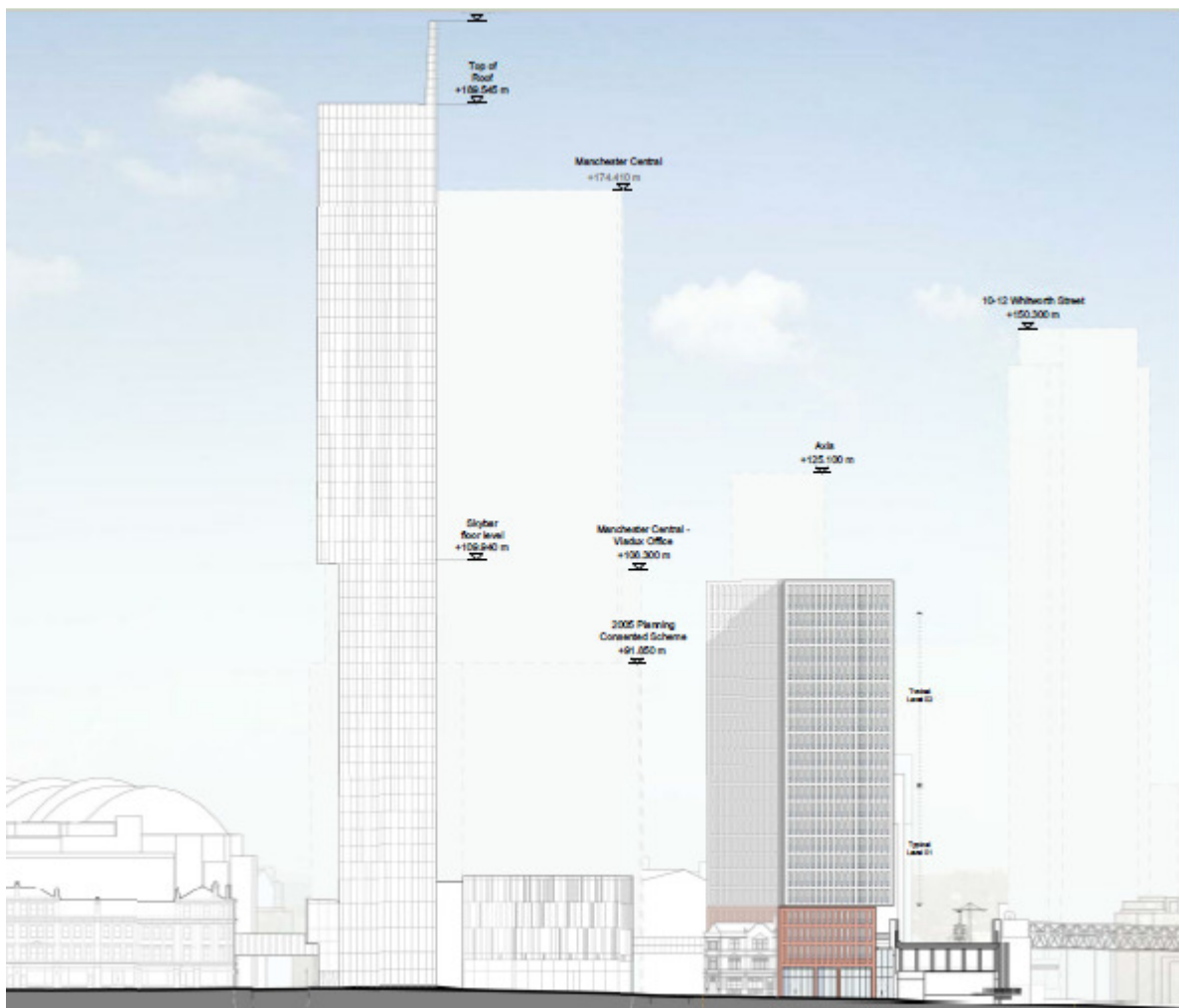
Evaluation trenching would be required to inform the level and nature of surviving archaeology and its significance. More detailed excavation may follow if significant remains are identified that would be damaged or destroyed by the development ground works. These matters should form part of the conditions.

External Appearance and visual amenity

The proposal would form part of a cluster of taller buildings and would complementing the urban grain within the southern gateway and the Deansgate Transport Interchange.

The proposal would sit comfortably amongst the Beetham Tower, 47 storeys, Axis (28 storeys), Viaduct (43 and 14 storeys) and 10-12 Whitworth Street West (25 storeys). There are other tall buildings being built at Great Jackson Street with Deansgate Square (37, 44, 50 and 64 storeys), plot E (32, 26 and 18 storeys) and Crown Street phase 1 (51 and 21 storeys).

This 22 storey building would be appropriate and be an acceptable addition to the city landscape responding its context and the adjacent Castlefield consideration area.



West elevation (facing Deansgate) showing the proposed development in the context of both building including the Beetham Tower

The shape and position of the site provides a challenging constraint and the building cantilevers over the Castlefield Viaduct to increase its floorplan. This allows the majority of the aparthotel rooms to be on the southern, western and eastern elevations and increase the amount of glazing whilst the 'back of house' facilities and life core is positioned along party walls where light is less of a concern.



Cantilever over the viaduct

The cantilever would appear elevated above Deansgate Interchange and from Deansgate and provide visual interest. The materials would respond to the site and maximise light to internal spaces. The base of the building would be red toned pre-cast concrete panels which respond to the materiality of Deansgate Terrace and the Castlefield Viaduct. There would be a colonnade to Deansgate with extensive glazing providing views into the reception space and café.



Base of the building from Deansgate including main entrance to Aparthotel

The upper levels would consist of a more modern palette of materials found on other tall buildings. The east and west facades have light grey pre-cast concrete panels and fixed glazing with a strong gridded geometry that wraps around the second and third floor front of the viaduct where the colour of the concrete changes to a reddish tone. This change in colour is emphasised with a horizontal recessed band. The majority of the glazing would be clear with lower parts of the window back painted for privacy.

The east façade that shares a party wall with the public house, would contain a gridded effect with a recessed concrete reveal; and aluminium cills. This continues the language of the precast façade whilst adhering to restrictions of the amount of glazing along the party wall.



Griddle façade treatment (east and west façade)

The north and south façades are predominately glazed with solid areas faced with back painted glass. This would maximise views and create visual. Aluminium fins accentuate the verticality of these facades with horizontal aluminium louvres providing ventilation every 3000 mm (typical floor to floor height).



Glazed façade treatment (north and south facades)

The northern party wall elevation with the public house would be highly visible along Deansgate. As such, a textured and animated would use vertical extruded strips with a unique zig-zag form that alternate in extrusion and inversion creating shadow and tone. It would be dark grey to relate to the Beetham Tower podium. A lighting scheme would emphasise the geometry at night.



Extruded façade treatment (north façade)

The railway arches, on Whitworth Street West and Century Street, would be opened up by the removal of all the non-original brick work and the installation of full length glazed doors/windows to the arches. The re-use of the arches is welcomed as it would provide active frontages to the surrounding streets.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality must be maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposal.

The applicants acknowledge that the market is competitive and that the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the as scheme submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

The materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters, the maintenance requirements and to understand their weathering characteristics, to ensure that they are affordable and of an appropriate quality and longevity.

The development team have experience of delivering high quality buildings, large schemes in city centre locations. They recognise the high profile nature of the site which has ensured that the design response is appropriate and deliverable.

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

A spill out area/and outdoor seating area with hard and soft landscaping would be created in front of the viaduct arch forming Whitworth Street West. This would enhance the street level environment around the transport Interchange.

The proposal would enhance the footways on Deansgate, Trafford Street and Century Street with four street trees planted on front Deansgate.

Impact on Ecology

An ecological appraisal concludes that there would be no adverse impacts on statutory or non-statutory designated sites. Checks should be made regarding nesting birds prior to the commencement of demolition. This would be a condition of the planning approval. The ecology report would also need revisiting if there was a delay in the implementation of the planning permission.

The limited and constrained footprint provides little opportunity for biodiversity improvements. There would be some opportunities to form bat and bird boxes within the building fabric and this should be a condition.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken of the likely effects of the proposal on the amount of daylight and sun light received by affected properties. The site contains a low rise building and the proposal would inevitably affect the daylight and sunlight to adjoining properties to varying degrees Consideration has also been given to instances of overlooking which may impact on privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and Daylight Distribution (DD) methods. For sunlight, it considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

Due to its proximity and relationship with the application site, the following properties which have been surveyed:

- The Deansgate Public House;
- Axis Tower;
- Beetham Tower;
- 8-16 Bridgewater Street;
- 9 Barton Street;

- 16-20 Southern Street;
- 14 Southern Street;
- 12 Southern Street;
- 10 Southern Street;
- 8 Southern Street; and
- 2 Southern Street.

Paragraph 123 (c) section 11 of the NPPF which states that when considering applications of this nature, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). A summary of the impacts is detailed below:

The Deansgate Public House Apartment – 2 windows were assessed serving a single bedroom for daylight. The proximity of the proposed development to these windows is likely to impact on the available light within this space. However, it is understood that the space is used in conjunction with the public house by the manager when required. Given the low sensitivity of the bedroom window, the impact is considered to be moderate.

Axis Tower Apartment – 259 windows were assessed with 107 windows serving living rooms, kitchens and dining rooms and 152 windows serving bedrooms. All 259 windows would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. 119 rooms (100%) would pass the BRE NSL test. The impacts on daylight at the Axis Tower would therefore be negligible and non-significant in terms of daylight.

264 rooms were assessed for sunlight with all the rooms meeting the ASPH target or experiencing a negligible change in ASPH value which would not be noticeable to the occupants.

Beetham Tower – 807 windows were assessed with 517 windows serving living rooms, kitchens and dining rooms and 290 serving bedrooms. All 807 windows would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. 264 rooms (100%) would pass the BRE NSL test. The impacts on the Beetham Tower would therefore be negligible and non-significant in terms of daylight.

7 rooms were assessed for sunlight with all the rooms meeting the ASPH target or experiencing a negligible change in ASPH value which would not be noticeable to the occupants.

8-16 Bridgewater Street – 12 windows were assessed with 9 serving living rooms, kitchens and dining rooms and 3 windows serving bedrooms. 6 (50%) windows would continue to either achieve the 27% reduction of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. A further 5 windows (42%) achieve VSC values of at least 21.6% which is considered to be within

reasonable tolerance. There is a single window (8%) serving a living room which would experience a reduction of greater than 20%. However, this is a dual aspect room and therefore the overall effect is not considered to be unacceptable. 7 rooms would pass the BRE NSL test. On balance, it is considered the impact on 8-16 Bridgewater Street would be acceptable given the city centre location with the overall effects not being considered to be unduly harmful to the amenity of the accommodation.

5 rooms were assessed for sunlight with all the rooms meeting the ASPH target or experiencing a negligible change in ASPH value which would not be noticeable to the occupants.

16-20 Southern Street – 8 windows were assessed with 3 serving living rooms, kitchens and dining rooms and 5 serving bedrooms. 2 (25%) would continue to achieve the VSC values of at least 21.6% which is within the tolerance of the BRE guidelines. 6 (75%) would not achieve the BRE guidelines experiencing a reduction of more than 20%. 4 of these 6 windows are low sensitivity with the remaining 2 serving living rooms and would achieve a VSC value of between 17-20%. There would be a minor adverse impact on these windows. 6 rooms would pass the BRE NSL test with 2 rooms (serving living rooms, kitchens and dining rooms and 3 windows serving bedrooms) experiencing a minor change in NSL. It is considered that the impact on 16-20 Southern Street would be acceptable given the city centre location and would not be unduly harmful to the amenity of the accommodation.

8 rooms were assessed for sunlight and all met the target or experienced a negligible change in ASPH value which the occupants would not notice.

14 Southern Street - 4 windows were assessed with 2 serving living rooms, kitchens and dining rooms and 2 serving bedrooms. 2 windows would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. The remaining 2 serve bedrooms and would achieve a VSC of 20-21%, just below the 21.6% which is within an acceptable tolerance of the BRE target. The impact is considered to be minor as these are less sensitive bedroom windows. 3 rooms would pass the BRE NSL test. The impacts on the 14 Southern Street would therefore be negligible or minor in terms of daylight.

14 rooms were assessed for sunlight and all met the target or experienced a negligible change in ASPH value which the occupants would not notice.

12 Southern Street – 4 windows were assessed with 2 serving a single living room/dining room and 2 serving a single bedroom. 3 would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. The remaining window, which is a bedroom, would achieve a VSC value below the 21.6% threshold. However, given this bedroom is served by two windows, together with the low sensitivity of the room, the impact is considered to be negligible. 3 rooms assessed for NSL all met the BRE test. The impacts on the 12 Southern Street would therefore be negligible or non-significant in terms of daylight.

3 rooms were assessed for sunlight and all met the ASPH target or experienced a negligible change in ASPH value which occupants would not notice.

10 Southern Street - 3 windows have been assessed with 1 serving a living room/dining room and 2 serving bedrooms. All would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. 3 rooms were assessed for NSL with 2 meeting the BRE test with the remaining room, a kitchen/dining room, experiencing a moderate change in NSL. The impacts on the 10 Southern Street would therefore be negligible or minor in terms of daylight.

3 rooms were assessed for sunlight and all met the target or experienced a negligible change in value which the occupants would not notice.

8 Southern Street - 3 windows have been assessed with 1 serving a living room/dining room and 2 serving bedrooms. All would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. 3 rooms were assessed for NSL with 2 meeting the BRE test with the remaining room, a kitchen/dining room, experiencing a moderate change in NSL. The impacts on the 8 Southern Street would therefore be negligible or minor in terms of daylight.

3 rooms were assessed for sunlight and all met the target or experienced a negligible change in value which the occupants would not notice.

2 Southern Street - 14 windows have been assessed with 7 serving a living room/dining room and 7 serving bedrooms. All would continue to achieve the current level of daylight i.e. 27% of VSC or experience a reduction in existing VSC values of less than an 20% reduction which is acceptable within the BRE guidelines i.e. would not be noticeable to the occupants. 11 rooms were assessed for NSL with all meeting the BRE test. The impacts on the 2 Southern Street would therefore be negligible and not significant in terms of daylight.

11 rooms were assessed for sunlight with 10 rooms meeting the ASPH target or experiencing a negligible change in ASPH value which would not be noticeable to the occupants. The remaining room, a living room, would experience a moderate impact and it would mainly be the winter ASPH where the effects would be more noticeable.

In terms of external spaces, the roof terrace at the rear of the Deansgate Public House would experience a major change on its amenity as a result of the development and would no longer receive at least 2 hours of direct sunlight. However, given this is a space associated with a commercial use, it is considered that the impact is minimised.

It is considered that the majority of the 11 neighbouring buildings considered, the proposal would not have a major impact on daylight and sunlight with the majority of the window and rooms i.e. 99%, being BRE compliant. This high level of compliance

in a city centre context ensure that the effects of the development on surrounding amenity are minimised. Whilst the roof terrace and windows/rooms to the public house are the most affected by the development, the sensitivity of the use and its rooms ensures that overall impact is moderate.

The Environmental Statement acknowledges that there are a number of extant planning permissions in the area. However, this development would not lead to any additional cumulative impacts than those already established by these permissions on the buildings listed above.

With regards to overlooking, the proposed development is separated from other nearby buildings by the existing road network. This would provide adequate separation distances within this urban context in order to ensure that no unduly harmful impacts would arise.

(b) TV reception

A TV reception survey has established the impact on the surrounding terrestrial television signal. There could be disruption to terrestrial television reception within approximately one kilometre within the terrestrial television shadow zone to the south east. The significance of this impact has been judged to be minor given the area is already characterised by tall buildings and surrounding developments receive adequate reception.

In order to verify the effects of the development it is recommended that a post construction survey is undertaken to determine whether any mitigation is required once the development is complete.

(c) Air Quality

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

There would be dust during construction including demolition, earthworks and above ground work. A construction management plan would aim to minimise the impact of construction activity so that 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.

There would be no on site parking and guests and staff would use public transport. There would be provision for some disabled parking. There would be secure cycle parking for guests and staff.

In light of the mitigation measures proposed above, it is considered that the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Impact on the wind environment

An assessment of the pedestrian level wind environment provides a wind mitigation scheme to ensure that conditions at ground levels are improved and remain suitable for their intended usage throughout the year. There are negligible impacts on wind ensuring pedestrian safety and comfort in around the site and cumulatively with other developments. This includes a minor reduction in wind speeds in certain locations, safe use of thoroughfares around the site and entrances to the development together with use of the terrace area at the Deansgate public House.

There would be an improvement in wind conditions at the tram stop with the exception of two locations together with an area to the south of the site on the opposite side of the viaduct access road running along the top of the viaduct where wind conditions would not be suitable for general public use. Whilst these conditions improve when other consented schemes are developed, in order to mitigate against any short term impacts on the wind environment in these locations, a 50% porous screen would be introduced along the access road to the south between the pedestrian thoroughfare and the roadway ensuring no safety concerns.

The proposal would not have a detrimental impact on the wind environment in and around the site although there are some minor adverse impact. These impacts can be mitigated against by the introduction of a porous screen at the site as detailed above. It is recommended that the wind mitigation measures are secured by planning condition.

Noise and vibration

A noise assessment identifies the main sources of noise would be from: plant and construction activities. The acoustic specification of the building would limit noise ingress from external noise, particularly from nearby roads and the close proximity to the tram line.

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

The main source of noise to the aparthotel would be from traffic on the surrounding roads and the noise generated by the trams. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable.

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

Waste management

The waste generated would require management on a daily basis. The waste storage for the aparthotel would be on the ground floor and accessed from within the building,

with an access onto Century Street on collection days. Waste would be segregated into general and recyclable waste.

The refuse store would have the capacity for 6 x 1000 litre general waste bins and 5 x 1000 litre recyclable bins which would be collected 7 days a week. There would be a separate suitably sized baler provided for cardboard storage.

The commercial units would have their own internal refuse storage area. The refuse store within commercial unit one would have the capacity for 2 x 1000 litre general waste bin and 1 x 1000 litre recyclable bin. These would be collected daily seven days a week. The refuse store within commercial unit two would have the capacity for 2 x 1000 litre general waste bin and 2 x 1000 litre recyclable bin. These would be collected daily seven days a week.

Environmental Health have assessed the refuse arrangements which are considered to be acceptable.

Accessibility

All primary entrances are level. There would be 17 accessible studio apartments which equates to 5% which are close to the lift lobby on each level. The reception desk would include a low level area for wheel chair users and there would be clear circulation spaces within communal areas. All the upper floors are accessible by lifts and internal corridors would be a minimum of 1250mm wide with 1800 mm passing places and the entrances to the room would exceed minimum requirements.

An accessible car parking bay would be created on Trafford Street together with utilising existing disabled bay provision on the surrounding highway.

Flood Risk/surface drainage

The site is in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

A detailed drainage scheme would be required through a condition along with a management plan.

Impact on the highway network/car/cycle parking and servicing

The site is accessible by all transport modes and is close to a range of amenities and services. It immediately adjoins the Deansgate Metrolink stop and Deansgate Station. Many bus routes are nearby.

There would be no on site car parking apart from a bay for disabled people on Trafford Street. A travel plan would ensure that guests use sustainable transport. There would be a 28 space secure cycle store with a further 10 stands within the

public realm on Whitworth Street West. A review of the cycle provision would be made as part of the travel plan.

General and waste servicing would take place from Trafford Street via a new loading bay which would be secured through a planning condition.

The development would not have an unduly harmful impact on the local highway network. Travel planning would help take advantage of the sustainable location of the site in order to further reduce the reliance on the car. Servicing and construction requirements can also adequately met. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Aerodrome safeguarding

The Manchester Airports Aerodrome safeguarding have confirmed that the height of the development would not raise any aerodrome safeguarding concerns.

Construction management

Measures would be put in place to help 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. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads would ensure such activities should not have a detrimental impact on the surrounding area.

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

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further ground investigations are required to inform the final remediation strategy. A verification report should confirm

that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Local Opinion

The proposal would be appropriate in terms of its siting, scale and appearance and this has been tested through a townscape review which largely revealed the proposal would have a beneficial impact on key view of the site and the surrounding context.

There would be improvements at street level with the re-purposing of the vacant arches which would provide an active frontage and improved public realm at the entrance to the tram stop.

The application site is located within a highly sustainable location and is supported by a robust travel plan. Servicing has been carefully considered to minimise impacts on highway and pedestrians.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre and contribute to the supply of aparthotel accommodation. Alterations to the viaduct arches would result in the introduction of an active frontage to the street level and improvements to the public realm along Whitworth Street West together with street trees outside the main entrance along Deansgate. There would be secured cycle parking provision and creation of a disabled parking spaces as well as a new loading bay on Trafford Street. The buildings would be of a high level of sustainability and the high quality materials on the exterior of the building.

The report has outlined that the proposal would have some minor impacts on the listed viaduct. The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraph 196 of the NPPF.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land

that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the highways and environmental health consideration along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision 125804/FO/2019

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

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

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

Drawings

10185-SHP-Z0-XX-XP-A-B5D8-G100-0001, 10185-SHP-Z0-XX-XP-A-B5D8-G100-0002, 10185-SHP-Z0-XX-XP-A-B5D8-G100-0003, 10185-SHP-Z0-XX-XP-A-B5D8-G100-0004, 10185-SHP-Z0-XX-PL-A-B5D8-G100-0001, 10185-SHP-Z0-EN-XE-A-B5D8-G100-0001, 10185-SHP-Z0-ES-XE-A-B5D8-G100-0001, 10185-SHP-Z0-EE-XE-A-B5D8-G100-0001, 10185-SHP-Z0-EW-XE-A-B5D8-G100-0001, 10185-SHP-Z0-EN-XE-A-B5D8-G100-0002, 10185-SHP-Z0-ES-XE-A-B5D8-G100-0002, 10185-SHP-Z0-EE-XE-A-B5D8-G100-0002, 10185-SHP-Z0-EW-EX-A-B5D8-G100-0002, 10185-SHP-Z1-00-PL-A-B5D8-G200-0001, 10185-SHP-Z1-0M-PL-A-B5D8-G200-0001, 10185-SHP-Z1-01-PL-A-B5D8-G200-0001, 10185-SHP-Z1-02-PL-A-B5D8-G200-0001, 10185-SHP-Z1-03-PL-A-B5D8-G200-0001, 10185-SHP-Z1-TY-PL-A-B5D8-G200-0001, 10185-SHP-Z1-TY-PL-A-B5D8-G200-0002, 10185-SHP-Z1-21-PL-A-B5D8-G200-0001, 10185-SHP-Z1-RF-PL-A-B5D8-G200-0001, 10185-SHP-Z1-AA-SE-A-B5D8-G200-0001, 10185-SHP-Z1-BB-SE-A-B5D8-G200-0001, 10185-

SHP-Z1-CC-SE-A-B5D8-G200-0001, 10185-SHP-Z1-DD-SE-A-B5D8-G200-0001, 10185-SHP-Z1-EN-EL-A-B5D8-G2000-0001, 10185-SHP-Z1-ES-EL-A-B5D8-G200-0001, 10185-SHP-Z1-EE-EL-A-B5D8-G200-0001, 10185-SHP-Z1-EW-EL-A-B5D8-G200-0001, 10185-SHP-Z1-EW-EL-A-B5D8-G200-0002, 10185-SHP-Z1-XX-3D-A-B5D8-G200-0001, 10185-SHP-Z1-XX-3D-A-B5D8-G200-0002, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0001, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0002, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0003, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0004, 10185-SHP-Z1-XX-SC-A-F900-0001, 10185-SHP-Z0-EN-XE-A-B5D8-G100-0003, 10185-SHP-Z0-ES-XE-A-B5D8-G100-0003, 10185-SHP-Z0-EE-XE-A-B5D8-G100-0003, 10185-SHP-Z1-EE-SE-A-B5D8-G200-0001, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0005 and 10185-SHP-Z1-TY-DE-A-B5D8-G251-0006

- all stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020

Supporting Information

- Planning and Tall building statement prepared by Deloitte, Environmental Statement, Design and access statement stamped as received by the City Council, as Local Planning Authority, on the 28 February 2020

Waste management proforma, Transport statement and travel plan prepared by Civil Engineers, Heritage Statement prepared by Stephen Levant, Preliminary Environmental Risk Assessment prepared by Ground Tech Consulting, Flood Risk Assessment prepared by Civil Engineers, Ecology report prepared by Penny Anderson, Air Quality assessment prepared by SLR (Ref. 427.09799.00001), Archaeology Desk based assessment prepared by Salford Archaeology, BREEAM pre-assessment (ref. Rev 1.2), Construction Management Plan prepared by McLaren, Crime Impact Statement (Version B) prepared by Design for Security, local labour statement, operational management statement, TV survey prepared by Pager power, ventilation strategy report prepared by JH partners and Wind Microclimate Study prepared by BMT stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020

Energy and Environmental Standards Statement prepared by JH Partners stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020

Access and servicing (Version 3) statement stamped as received by the City Council, as Local Planning Authority, on the 5 June 2020

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

3) If demolition works have not commenced by 1 March 2021, prior to the demolition of the existing buildings at the site, an updated survey shall be submitted for approval in writing by the City Council, as Local Planning Authority. The report shall detail any changes in condition and any mitigation that may be required. The demolition shall be carried out in accordance with any approved report.

Reason – In the interest of protecting any species or habitats within the existing building pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) 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).

5) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

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

i) an evaluation through trial trenching
ii) dependent on the above, more detailed excavation (subject to a separate WSI.)

(b) A programme for post investigation assessment to include:

- production of a final report on the investigation results

(c) Deposition of the final report with the Greater Manchester Historic Environment Record.

(d) Dissemination of the results of the archaeological investigations commensurate with their significance.

(e) Provision for archive deposition of the report and records of the site investigation.

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012), saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF.

6) Notwithstanding the detailed flood risk and drainage strategy stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- 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;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where surface water is connected to the canal agreement in principle from Canal and River Trust is required. An email of acceptance of proposed flows and/or new connection will suffice.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

7) Notwithstanding the preliminary risk assessment prepared by Ground Tech stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a site investigation and risk assessment report; and
- Submission of a remediation strategy.

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

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

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

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

8) 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;
- Measures to minimise impacts on the Rochdale Canal;
- Dust suppression measures;
- Consultation and notification with local residents;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;

- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of the development, a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments shall be submitted for approval in writing by the City Council, as Local Planning Authority, with regards to safe methods of working adjacent to the Metrolink Hazard Zone. The CMP shall include:

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- measures to control the emission of dust and dirt during construction.

The approved CMP shall be adhered to throughout the development.

Reason: To safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

10) Prior to the commencement of the development, all material to be used on all external elevations and shop fronts for the viaduct arches of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

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

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

12) Prior to the commencement of the development, detailed structural designs/surveys shall be submitted for approval in writing by the City Council, as Local Planning Authority, in order to determine the effects of the proposal on the structure of the Viaduct.

This shall include, the detailed design (including the results of any structural surveys) and the proposed structure monitoring regime during the development construction.

The approved strategy shall be adhered to throughout the development.

Reason: To safeguard Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

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

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

14) (a) Notwithstanding landscaping strategy included within the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, prior to the first occupation of the aparthotel element of this development, details of hard and soft landscaping treatments (including tree planting, street tree planting and boundary treatments) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the aparthotel element. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

15) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement prepared by JH Partners stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020. For the avoidance of doubt the development shall achieve minimum of 22% above Part L 2010.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

16) The development hereby approved shall be carried out in accordance with the BREEAM pre-assessment prepared by Sustainably Built Ltd stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020. For the avoidance of doubt the development shall achieve minimum Very Good Rating.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

17) Notwithstanding the noise and vibration section (including appendices) of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, prior to the first use of the aparthotel hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

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

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

18) Notwithstanding the noise and vibration section (including appendices) of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, prior to the first use of each commercial unit, as shown on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, prior to the first use of each commercial unit development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

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

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

19) Notwithstanding the noise and vibration section (including appendices) of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, (a) prior to the first use of each commercial unit as indicated on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, a scheme of acoustic insulation of each

commercial unit shall be submitted be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the L Aeq (entertainment noise) shall be controlled to 10dB below the L A90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Where an A3 use is proposed, the scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels.

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

Reason – In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) Notwithstanding the noise and vibration section (including appendices) of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, prior to the first use of the aparthotel, (a) a scheme for acoustically insulating the proposed accommodation against noise from Deansgate and Trafford Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises and the Metrolink Line.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) The approved scheme shall be implemented and prior to the first use of the hotel, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning

condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) The waste management strategy for the aparthotel and the commercial units shall be carried out in accordance with drawing 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 Rev 01 and the waste management strategy outlined within the Design and Access statement stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020

The approved scheme shall be implemented prior to the first use of the aparthotel and each commercial unit and thereafter be retained and maintained in situ for as long as the development remains in use.

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

22) Prior to the first use of each of commercial units, as indicated on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units within each phase and thereafter retained and maintained in situ.

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

23) Prior to the first use of each of the commercial units as indicated on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. 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).

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

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

25) 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.

26) When the development is first occupied, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

27) Prior to the first use of each commercial unit, as indicated on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for each respective unit and shall thereafter be retained and maintained.

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

28) Prior to the first use of the development hereby approved, details of the number, siting and appearance of bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first use of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

29) (a) Three months prior to the first use of the development by aparthotel guests, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b) Within 6 months of the first use of the development by aparthotel guests, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

30) The commercial units as shown on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

31) The commercial units, as indicated on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, can be occupied as A1 (with the exception of convenience retail), A2, A3, A4 and D2. The first use of the 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.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the development hereby approved (with the exception of the commercial units) shall only be used for an aparthotel (Use Class C1) with ancillary gym and café and for no other purpose.

Reason – In the interest of retaining the provision of hotel within the development pursuant to policies SP1 and CC4 of the Manchester Core Strategy (2012).

33) The development of each phase shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

34) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020.

In this condition a Travel Plan means a document which includes:

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

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning

Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

35) Prior to the first occupation of the aparthotel element, the provision of 28 cycle spaces (internal) and 10 external spaces, as indicated on drawing 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, shall be implemented prior to the first use of the aparthotel element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

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

For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including tactile paving and dropped kerbs;
- Resurfacing of Century Street;
- Creation of a loading bay and disabled bay on Trafford Street;
- Installation of street trees to Deansgate.

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

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

37) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, within one month of the practical completion of the development or before the aparthotel 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.

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

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

39) Prior to the first use of each commercial unit within the development as indicated on drawings 10185-SHP-Z1-00-PL-A-B5D8-G200-0001 Rev 01 and 10185-SHP-Z1—0MPL-A-B5D8-G200-0001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of each phase of the development.

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

40) Prior to the first use of the aparthotel, details of the wind mitigation scheme, for the introduction of the screen to the viaduct, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first use of the aparthotel and thereafter retained and maintained.

Reason – In the interest of visual amenity and to secure the appropriate wind mitigation measures pursuant to policy DM1 of the Manchester Core Strategy (2012).

41) Prior to the first use of the aparthotel elements of the development hereby approved, details of the doorways to the ground floor entrances of building, showing them opening inwards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained for as long the development remains in use.

Reason - To provide a satisfactory pedestrian environment pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

42) In the event that the commercial unit, as indicated on drawing 0276_03_100 Rev S stamped as received by the City Council, as Local Planning Authority, on the 28 November 2018, are occupied as an A3 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:

- o Dispersal policy;
- o Mechanism for ensuring windows and doors remain closed after 9pm

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

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

43) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, 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.

44) 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.

Informatives

- - Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
 - Bats can, and do, turn up in unexpected places. If bats are found at any time during the course of demolition works then works must cease and advice sought for a suitably qualified person about how best to proceed. All bats and their resting places are legally protected.

Listed Building Application 125805/LO/2019

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding impact on the Listed structure. Further work and discussion have taken place with the applicant through the course of the application as a result of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision 125805/LO/2019

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

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Drawings

10185-SHP-Z1-EE-SE-A-B5D8-G200-0001, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0005, 10185-SHP-Z1-TY-DE-A-B5D8-G251-0006, 10185-SHP-Z0-EN-XE-A-B5D8-G100-0003, 10185-SHP-Z0-ES-XE-A-B5D8-G100-0003 and 10185-SHP-Z0-EE-XE-A-B5D8-G100-0003 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020

Supporting Information

Design and Access statement and Heritage statement stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020

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

3) Prior to the removal of infill to the arches, as shown on drawings 10185-SHP-Z0-EN-XE-A-B5D8-G100-0003, 10185-SHP-Z0-ES-XE-A-B5D8-G100-0003 and 10185-SHP-Z0-EE-XE-A-B5D8-G100-0003 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, a detailed method statement and specification for the demolition/removal, alteration and repair of the exterior/interior of the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods for dismantling the infill areas of the arches to avoid damage to the historic fabric and details, including materials, how the arches will be repaired (including masonry repairs internal/external). The demolition/removal and repairs must be carried out in accordance with this method statement and specification.

The approved details shall then be implemented as part of the development and be completed prior to the first occupation of the development.

Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure that the removal is done so in a manner which does not harm the fabric of the Listed structure and to ensure that the resulting condition of the revealed is repaired appropriately within a suitable time frame and that the new interventions are appropriate to the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

4) Prior to the installation of the proposed shop front to the commercial units within the arches, as indicated on drawings 10185-SHP-Z0-ES-XE-A-B5D8-G100-0003 and 10185-SHP-Z0-EE-XE-A-B5D8-G100-0003 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020 a detailed method statement detailing how the shop front shall abut/fix to the historic fabric (including appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this should include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the commercial units.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG

5) Prior to the commencement of works to attach the aparthotel to the viaduct, as shown on drawings 10185-SHP-Z1-TY-DE-A-B5D8-G251-0005 and 10185-SHP-Z1-TY-DE-A-B5D8-G251-0006 stamped as received by the City Council, as Local Planning Authority, on the 8 January 2020, a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the interface of the aparthotel building would be attached to the historic fabric, what historic fabric (if any needs to be removed/altered) and how the historic fabric will be repaired once the interface has been attached

The approved details shall be implemented as part of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure the method used to insert the columns into the historic fabric is appropriate and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

6) Prior to the commencement of works to install any relevant mechanical and electrical (M & E) installations (including CCTV and lighting), detailed plans, method statement and specification showing the location, profile, fixing, sections and suitable samples, where necessary shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the removal, alterations and repair of the historic fabric of the building.

The development shall then be carried out in accordance with the details approved and thereafter be retained as approved throughout the life of the development. Should the M & E no longer be required, they should be removed and the elevations should be made good following a scheme previously approved in writing by the City Council, as Local Planning Authority.

Reason:- To ensure the M & E at the development does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

7) Prior to the installation of the wind mitigation screen, a method statement for the attachment of the screen to the viaduct shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved method implemented as part of the installation of the screen,

Reason – To ensure the installation of the screen does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

8) Prior to the installation of the mezzanine deck and floors to the commercial units, a method statement for the attachment of the mezzanine and floors to the arches shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved method implemented as part of the installation of the mezzanine and floors.

Reason – To ensure the installation of the mezzanine and floors does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant

policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

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: 125804/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:

**Historic England (North West)
Highway Services
Environmental Health
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Greater Manchester Pedestrians Society
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Network Rail
Planning Casework Unit
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Civil Aviation Authority**

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

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk

