

Application Number	Date of Appln	Ward
126638/FO/2020	1st Apr 2020	Piccadilly Ward

Proposal Erection of part 17 storey (plus roof top plant behind parapet), part 6 storey building and the conversion with single-storey rooftop extension of the existing building at 1 & 3 Back Turner Street to comprise office accommodation (Class B1(a)) with front of house and commercial floorspace at ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) and D2 (gym and cinema) use with associated landscaping and other works following demolition of existing buildings at 30 & 32 Shudehill and 1 & 3 Nicolas Croft

Location Land Bound By Back Turner Street, Shudehill, Soap Street And High Street, Manchester, M4 1FR

Applicant Mr Simon Ismail , Salboy Limited, Unit 3 Birchwood One Business Park, Warrington, WA3 7GB,

Agent Mr Ellie Philcox, Euan Kellie Property Solutions, Landmark House, Station Road, SK8 7BS





Application site plan and images

Background

Permission was granted by the Planning and Highways Committee in June 2019 (ref 122523) for the erection of a part 17, part 6 storey building and the conversion of 1 & 3 Back Turner Street, including a single-storey extension, to create 65 homes. It also proposed ground floor commercial uses and landscaping following demolition of 30 & 32 Shudehill and 1 & 3 Nicolas Croft.

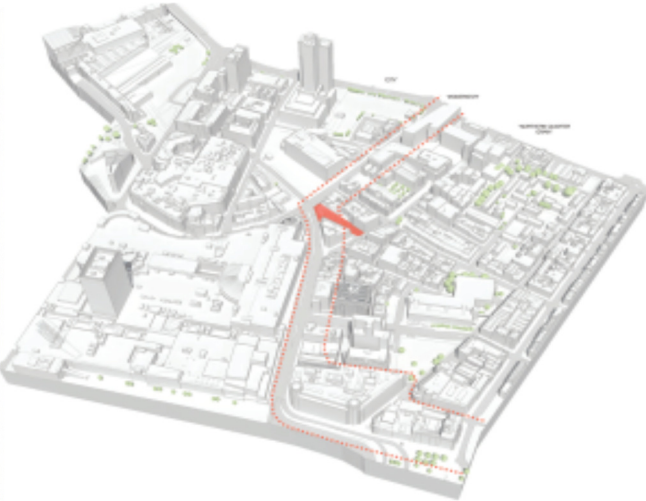
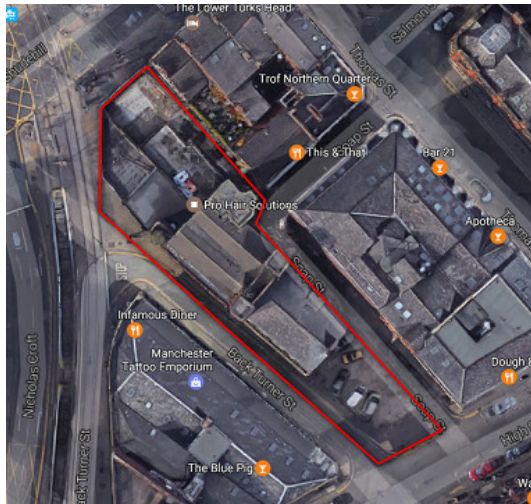
This new application is for the same building footprint and envelope (with some minimal height changes to some elements but no overall increase) as previously approved but would contain offices rather than homes. The previous 'butterfly' roof is now a flat roof set behind a parapet and a previously retained chimney on the Warehouse Building would be removed due to structural issues. Previously 60% of the glazing was diffuse and it would now be 100% clear glazing with different films applied to the glazing to manage daylight penetration.



Above: Back Turner Street: original (red) and revised massing

Description of Site and Context

The site measures 0.16 ha, and is bounded by High Street, Back Turner Street, Nicholas Croft, Shudehill and Soap Street. It is wider at Shudehill than at High St.



It contains: 30-32 Shudehill, and 1 Nicholas Croft, which are one storey vacant shops; 3 Nicholas Croft, a one storey shop; and, 1-3 Back Turner Street, a five storey warehouse which is in a poor state of repair. 5 Back Turner Street was demolished in 2018 owing to its dangerous condition. Around a third of the site is cleared and untreated. The exposed gable walls of 1-3 Back Turner Street, its poor and dilapidated condition, and the remaining buildings give the site a poor appearance.

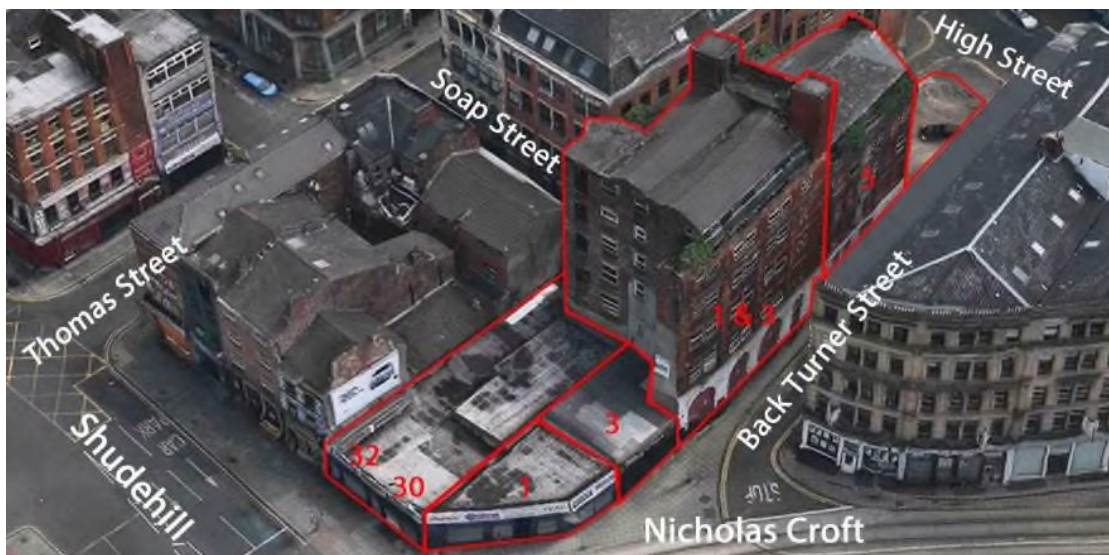


Image of site prior to demolition of 5 Back Turner Street

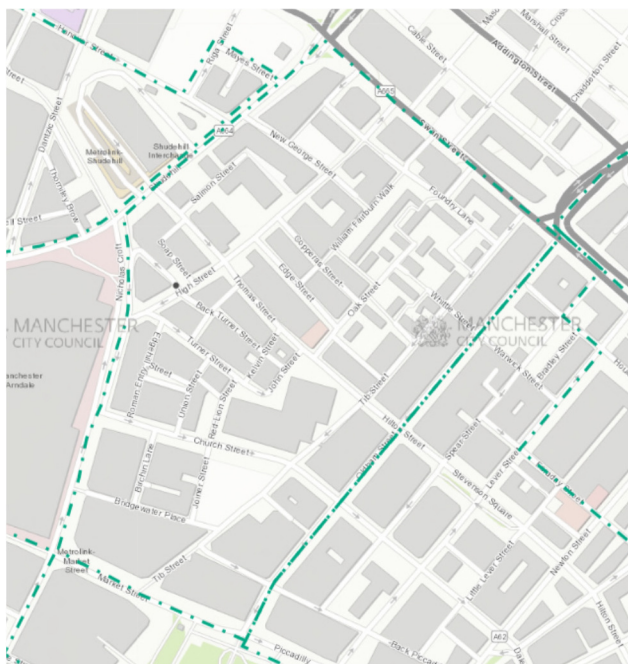
30-32 Shudehill was built in the early-19th century as a pair of 3 storey shops, which were later converted to commercial and warehouse. 1 & 3 Nicholas Croft was

previously a four-storey warehouse built in the early-19th century. These buildings were semi-derelict by the 1930s and the top two and three floors respectively were removed around 1960, leaving only the ground floor shop floor remaining. Little historic fabric remains following successive 20th century re-fits. 1 & 3 Back Turner Street was five storeys and built in the early 1920s as an extension to 5 Back Turner Street. It has a simplified Edwardian Baroque style, with glazed buff terracotta detailing, such as pilasters, capitals and cartouches and along the ground floor plinth. The quality of materials and design on Soap Street, was basic. All original sash windows and doors have been replaced and it was extensively refurbished in the 1990s. It is a Non Designated Heritage Asset. The cleared area fronting High Street has been used as a car park.

Soap Street is narrow and contains the rear elevations of buildings on Thomas Street and High Street, which have bar and restaurant uses on the ground floor with residential above. Jewel House on High Street 10-20 Thomas Street, both 4 storeys, are the closest homes to the site. On the opposite side of High Street are four and five storey, traditional brick warehouses that have been converted to commercial and residential uses. Basil Chambers to the south and southwest, is a five to seven storey, stone and cast iron office building with ground floor commercial.

Buildings on Shudehill range from 2 and 3 storey Victorian Buildings to the more modern Transport Interchange and Crown Plaza Hotel at 10 storeys.

The site is in the Smithfield Conservation Area and adjacent to the Shudehill Conservation Area. The following grade II listed buildings are nearby: 75-77 High Street, the Hare and Hounds (29 Shudehill), CIS Building (Miller Street), 9-19 Thomas Street and 79 High Street which together form the remains of a former fish market, 10-20 Thomas Street and 1-33 Thomas Street.



The Northern Quarter includes a variety of uses including: digital, media and technology-based companies; creative and cultural industries; homes, offices, hotels,

serviced apartments, retail and independent bars and restaurants. Its many independent businesses define the Northern Quarter.

There are more mainstream leisure and food and drink related uses within and around the Printworks to the west. Many listed buildings in the NOMA estate have been or are being refurbished for office accommodation.

Buildings within the Smithfield Conservation Area are generally more modest however, buildings to the south and west are larger and include Debenhams 7 storeys, Afflecks Palace 5 storeys, The Birchin 9 storeys, The Lighthouse/ Pall Mall 15 to 20 storeys, 25 Church Street 9 storeys, Red Lion Street 11 storeys approved and Tib Street Car Park 9/10 storeys. Similarly at its north east and west boundaries are One Smithfield Square 10 storeys, Crowne Plaza 10 storeys. Oxid House (13 storeys) and The Astley (9 to 15 storeys) and indicate a changing context around the fringes of the Northern Quarter around the major transport corridors and to the north.

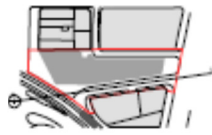
The urban grain around this area is varied. It is much finer adjacent to High Street and in the Northern Quarter with its grid of intersecting streets. Buildings around High Street closest to the site are generally between 2 and 7 storeys with 3 and 4 storeys being the predominant building height. Beyond this, building heights increase and the west part of High Street is dominated by the Arndale Centre.

Shudehill has a mix of large buildings such as the Arndale Centre, Printworks, buildings within the Co-op Estate (CIS Tower 26 storeys and New Century Hall 14 storeys), 1 Angel Square (15 Storeys), 25 Rochdale Road 15 (storeys) and the Shudehill Transport Interchange along with lower Victorian Buildings ranging from 2 to 6 storeys.

NOMA includes a 35 storey building at the junction of Shudehill and Miller Street and a 40 storey tower is proposed as part of Angel Meadows. A 31 storey building has been approved within New Cross at the corner of Rochdale Road and Swan Street. The northern arc around the city centre has become a focus of investment and regeneration.

The Shudehill Metrolink stop is immediately opposite the site and Victoria and Piccadilly stations are nearby. There are three multi storey car parks nearby. The Site is within Flood Zone 1 which means there is less than a 0.1% (1 in 1000) chance of flooding occurring each year

DESCRIPTION OF DEVELOPMENT



The application essentially proposes to replace the approved residential use with office accommodation (Class B1(a)). At ground floor would be front of house and commercial floorspace which could include class A1, A2, A3, A4, B1 and D2 with landscaping following demolition of 30 & 32 Shudehill and 1 & 3 Nicolas Croft

The development would have three distinct components which are described within this report as Buildings A, B and C.

Building A would be ground plus 16 storeys and provide 31,700 sqft of offices including the lift core for the development and reception and staff welfare areas. Externally the building would have an angular appearance at roof level with a flat roof set behind an angled parapet and would be 58.18m high.

Building B 1-3 Back Turner Street would be converted to create 5382sqft of office space and 1000 sqft of space that could be used as A1, A2, A3, A4, B1 and D2. A rooftop extension would provide 1647sqft of offices or amenity space or breakout area. This area would access an external terrace. As much of the existing building fabric as possible would be retained. There would be a plant area in the basement. The new glazed roof storey would sit below the existing parapet line and have a roof terrace, set back from the building line, which would physically link it to the 17 storey element.

Building C on High Street would be ground plus 5 storeys and provide 8310sqft of offices with 377sqft on the ground floor that could be used as A1, A2, A3, A4, B1 or D2 (the extension to Building B would sit across part of the 6th floor). Cycle storage

and changing facilities would be located adjacent to Back Turner Street at Ground Floor.

The upper level terrace would be screened from neighbouring residential buildings by opaque glass panels to prevent overlooking. The hours of use of the terrace would be restricted minimise disturbance to neighbours.

There would be a secondary core on the Soap Street with obscured glazing, to reduce direct overlooking of Jewel House. This block would be set back from the High Street frontage where a 'pocket' park would be created.

The building A would have clear curtain wall glazing. Some panels would have a film applied to manage daylight penetration. There would be pressed bronze coloured polyester powder coated panels at level 2 facing the Lower Turks Head.

Building B would be red brick with different bonding patterns and features, pressed bronze metal cladding at roof level, artisan metalwork, pre-cast stone dressings and floor to ceiling glazing at ground floor level. The windows would appear as glazed boxes, expressing a modern interpretation of a bay window with metal door openings for ventilation and an oriel window on the top level overlooking High Street.

1 & 3 Back Turner Street would be refurbished and repaired and its internal layout and character retained where possible. The building and windows would be repaired or, where necessary, replaced to match the existing. The external escape stair would be repaired and restored as a decorative feature.

The footway on the south side of Back Turner Street would be widened to 2000 – 2282mm. The street would be surfaced in the same material to create a shared space, with the carriageway and footway delineated by a drop kerb. Soap Street would be resurfaced and new kerbs installed. A green roof is proposed to building B and a tree would be planted in the 'pocket' park. 2 additional street trees are proposed on Shudehill.

Fume extraction would be in the ceiling void of each commercial unit, connected to louvres that would be integrated into the design. Restaurants would require a kitchen extract system that would have carbon filters to prevent discharge of cooking odours.



54 secure cycle spaces would be provided in a ground floor store. There would be a bin store, a plant room, a substation and storage on Soap Street. Further plant would be located at roof level within building A.

There would be no on-site parking but there are a number of multi storey car parks close to the site. A Framework Travel Plan has been prepared to support the application. Servicing would mainly be from Soap Street, with the retail units served via their main entrance on Back Turner Street and Shudehill.

Refuse storage would comply with 'GD 04 Waste Storage and Collection Guidance Version: 6.00'. The refuse strategy would require at least two collections per week and the development would be part serviced by The Council (one collection every two weeks) with a separate contract three times every two weeks.

In support of the application the applicants have stated the following:

- The proposals will deliver 4,368 sqm of office floorspace which will positively towards the pipeline of office floorspace within the City and support the economic growth in the City Centre (Core Strategy Policies SP1, EC3 and CC1).
- The new office floorspace would meet the demand of for much needed supply within the Northern Quarter for high quality space for existing businesses looking to relocate occupiers from managed workspace looking to scale up, or from occupiers currently based outside of Manchester who are looking to establish a city centre presence, and will cater for a range of occupiers in line with Section 6 of the NPPF.
- Recent and forecast employment and population growth is underpinning demand for employment space, and although supply is increasing, it is not expected to meet demand.
- Manchester is forecast to experience strong growth in the digital and creative industries over the next 20 years. Appropriate workspace provision is needed to accommodate the sector's needs. The proposed Back Turner Street development would help to meet this demand, catering specifically for the needs of the city's creative workforce, in a part of the city that is recognised as an existing creative hub.
- The Site is strategically located in the Northern Quarter, with local amenities, and close proximity to key transport links.
- Construction would support around 271 construction job years, and a further 181 indirect and induced jobs. The direct, indirect and induced impact of construction would create GVA totalling £46.3m.

- The proposal would make an important contribution to the local economy with the employment space supporting 589 FTE jobs, generating a GVA contribution of £35.2m each year.
- It is estimated that the development would contribute business rates worth:
 - £1.4m over five years;
 - £2.8m over ten years; and
 - £4.3m across 15 years.
- Once fully occupied, national insurance and income tax generated by employment accommodated in the development will make the following contributions to the public purse:
 - £15.9m over 5 years;
 - £31.8m over ten years; and
 - £47.6m over 15 years.
- The development is in a highly accessible location and there is a wide range of amenities within walking and cycling distance of the site;
- The application is supported by a comprehensive suite of technical documents and pre- application consultation was undertaken with adjacent landowners, residents and Manchester City Council;
- Factors associated with the retention of the 1920's Warehouse building affect the viability of the proposal, including the practicalities of its wider delivery which, alongside considerations of impact on residents, the character of the Conservation Area and adjacent listed buildings and site context have driven the height of Building A.

This planning application has been supported by the following information

- Planning Statement (including Economic Statement);
- Statement of Community Involvement;
- Air Quality Assessment;
- Heritage Assessment and Townscape and Visual Impact Assessment
- Archaeological Assessment;
- Construction Methodology Report;
- Crime Impact Assessment;
- Design and Access Statement (including Tall Building Statement and Waste Management Strategy)
- Ecological Survey Report;
- Energy and Environmental Statement;
- Ground Conditions Report
- Transport Statement;
- Travel Plan;
- TV Reception Impact Study;
- Ventilation Strategy;
- Waste Management Strategy;

- Sunlight / Daylight Assessment
- Wind Impact Assessment;
- Landscape Proposals
- Feasibility Report; and,
- Viability Assessment.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the application has been advertised in the local press as a major development, a public interest development, development affecting the setting of a conservation area and the setting of listed buildings and a development affecting a public right of way. One letter of support and 38 letters of objection have been received.

The comments from objectors relate to concerns about the use, design and scale, impact on the historic environment, impact on amenity and living conditions, traffic, highways and parking provision. These are summarised as follows.

Use

1. The use proposed is not something that is required at the current time or in the short to medium term and the developer has not justified the application;
2. The COVID-19 crisis and the likely slump in demand for office space that may follow and working may become more accepted in the long term;
3. Office accommodation of this scale would be entirely new to the area. Several hundred office workers all arriving and leaving during rush hour could strain local transport links and impact on the environment for local residents. The lack of parking could discriminate against disabled workers unable to make use of public transport;
4. Office space is not in short supply and there are multiple existing and pipeline schemes, including the CIS tower refurbishment and Angel Square nearby. There are office blocks within 1-200m at NOMA, few of which are fully occupied, so the need for a further block of this size is unclear. Some smaller nearby units, of the size suitable for the smaller creative and digital businesses the applicant is purporting to target, have stood empty, which does not indicate pent-up demand;
5. The history of this site has become infamous. In submitting different applications for an aparthotel, residential units, office space, and in allowing the decay and emergency demolition of an historical asset on site, the applicant has clearly shown that they have no regard for the best use of this site in the context of its surroundings and neighbours;
6. Who is going to fill all these towers now with coronavirus - there will be many empty towers that no one can afford. Now more than ever we need fresh clean air spaces;

7. The use is contrary to the Council's vision for the Northern Quarter of encouraging small, independent creative businesses. The building would not cater for SMEs but rather large corporate companies which would skew the commercial landscape of the Northern Quarter;
8. An office of this excessive size would add nothing to the neighbourhood community or heritage of the area and would detract from or damage the community that has built up here over the last 15-20 years;
9. The jobs and economic development could be done more sympathetically;
10. Enough high rise buildings sit empty thanks to short term thinking and money-grab deals by the council selling off land without a thought to those who already live in the area. We need more community focused areas, even a playground or park area would be much more welcome than yet another soulless skyscraper with no substance or real right being there.

Design and Scale

1. The Council has protected the Northern Quarter's distinctive character and diversity encouraging the refurbishment of a range of buildings from the late 1700s through the Victorian and Edwardian eras to the present. New developments have made a positive contribution to the neighbourhood with complementary designs such as the old Fish Market and Jewel House sympathetically retaining key architectural aspects. Many small and independent businesses have also been encouraged to move into the area which is now a hive of creative, innovative and entrepreneurial talent. Sadly I don't see any of this promotion or protection of heritage, architectural quality or neighbourhood atmosphere in this new planning application;
2. The design of the building does nothing to "create a well-designed place that enhances or creates character" as required in the **Core Strategy**. The application lacks architectural distinction with a series of bland boxes at a key gateway to the Northern Quarter;
3. Red bricks and low structures are the 'cachet' of this area. The size and appearance of the proposed development is totally contradictory to the area and the glass tower would be a blot on the skyline of the district;
4. The proposed development would tower disproportionately over the area and surrounding buildings, overshadowing its neighbours and would not sit in harmony with the surrounding context including many listed buildings, all being between 4 and 5 stories in height;
5. The proposed use of glass is not in keeping with surrounding historic buildings and would damage the heritage of the Smithfield Conservation area. This is contrary to the applicant's heritage assessment which in section 2.32 specifically states that "traditional materials should be used in preference to... glass", and that the "main criterion... is about fitting into an established street pattern with the scale of development proportions and materials of major concern".

6. Due to its modern in appearance, the building just feels like it doesn't belong in this area;
7. The development would stand out and be too obvious, it will change the character of the streets and further away. What is, otherwise, one of Manchester's most distinctive neighbourhoods would be irreversibly ruined. The appeal and ongoing cultural success of the area depends on it maintaining this aesthetic;
8. There are no skyscrapers or modernist glass buildings in the area and this would not only detract from the beauty of the area but also stop the filming in the area. The height and design of this building would be a real shame and definite eye sore;
9. I am deeply concerned with the over the gentrification of the Northern Quarter. The area has a rich history and brings a quality unlike any other seen in Manchester. I object wholeheartedly to the construction of additional towers that are already blocking sunlight across the city and changing the area from a hotspot for creatives and tourists to another homogenised part of the city;
10. At present this proposal feels like one which is written entirely in the interest of lining the developers pockets and gives nothing back to the community it will sit within;
11. By allowing this application to go through this will ruin this area of Manchester, not only for residents and the wider Manchester community, but also destroy what is left of the remaining area of historical significance in Manchester and turn it into "just another suburb" with more and more high-rise glass buildings;
12. The proposed height of the building is beyond anything else in the Northern Quarter. The vast majority of Northern Quarter buildings are an average of 3 or 4 floors tall with the highest – which are in the clear minority - of buildings rising to just 9 or 10 floors being located to the outskirts of the quarter. There is of course space for these type buildings, but please do not ruin such a significant area of Manchester with them, when there are other areas on the outskirts of Manchester where they are better suited;
13. A glass building of 17 floors is not in-keeping with this distinctive, historically low-level built environment and could encourage others to submit applications along similar lines which will destroy the unique low-build character of the Northern Quarter. The development is better suited to Spinningfields which is awash with similar developments;
14. This would be a scourge on the skyline of the historic NQ. Not only this, but it would be a direct intrusion of people's views, and privacy. To add to this, the development itself is hideous, and ill-fitting with the local area;
15. This is an awful project which will eventually low down the aesthetic and economical value of the whole northern quarter;

16. This construction is totally antithetical to the spirit of the northern quarter. The northern quarter is known for its trendy, bohemian style, and the architecture of the area has always supported this. This building would represent a step towards the removal of this unique identity;
17. When will the council stop accepting applications for buildings that clearly don't fit in with the surrounding buildings designs. Horrendous design from a developer who is taking over Manchester with cheap buildings and awful designs;
18. For this quarter, bigger is not better. Small is beautiful is the ethos of the Northern Quarter and this excessively tall, wide construction has no place in our community.

Impacts on Heritage

1. Development has been central to the current prosperity of the Northern Quarter but it has been achieved because the unique aspects of the district have remained unchanged. The Northern Quarter will only retain its own distinctive identity as a location for the independent sector, where residents of Manchester and visitors can experience something different and soak up the atmosphere of a truly 'working quarter' if excessive, atypical proposals like this one are opposed and rejected;
2. Destroying the heritage of the location and resulting in a building that is totally incongruous (its design does not fit with the other designs in the local area);
3. The development would be a scar on the Northern Quarter's heritage;
4. The importance of the Northern Quarter for the local community as well as Manchester is highly important and significant - please do not ruin it and destroy it beyond recognition by allowing this application;
5. The neighbouring streets have a large proportion of residential habitation and small businesses - why destroy the 'feel' of this part of the city in this way? The character of the area would be compromised - and this does affect the lived experience of those resident and working here;
6. This piece of land falls within the Smithfield conservation area and borders the Shudehill conservation area. You simply can't build a 17-storey new build in this location as would completely ruin the character and appearance of the area. My building falls within the same conservation area and we're not allowed a satellite dish;
7. The proposals have no clear relationship with the buildings nearby as it does not acknowledge the characteristics of massing, proportions, elevational subdivision, colours and materials of the adjacent buildings on any side. This application does not "relate to [its] immediate neighbours which are up to seven storeys high". This application is therefore not an appropriate design in

line with the Council's published policy and public position on Control of Development in the Smithfield Conservation Area;

8. Gaps should be "sensitively re-developed" and/or designed to incorporate public space" to considerably improve the overall urban environment. A 7 storey proposal, along with conversion of the existing building that was designed to fit into the character of neighbouring buildings would contribute to the regeneration of the area, but an open space with a park for resting, sitting, playing would really enhance the area. Build "Turner Square" for the residents and visitors and let them marvel in the wonderful buildings that have been conserved through the work of Manchester City Council. Don't let the NQ become a replica of Spinningfields.

Impacts on Amenity and living conditions of adjacent residents

1. The location of the building will block out sunshine to a number of Northern Quarter properties, which have enjoyed unobstructed sunshine since being built;
2. The shadow from the 17-story block will permanently overshadow adjacent communal courtyards which is enjoyed by the community as a public right of way during the day, individual apartments and the associated businesses;
3. This proposal will irreparably damage, diminish and adversely affect the quality of life for the people who live, work and socialise in the district and immediate vicinity;
4. The tower would overlook not only adjacent properties but the entire Smithfield estate. It is concerning that office workers would be able to see into the windows of residential properties. Sunlight levels for homes to the North, as well as communal areas such as the Fishmarket square would be affected;
5. There will be significant overlooking of neighbouring buildings - including the ability to look into the apartments around the city centre and this is an unacceptable intrusion into the privacy of the occupants;
6. The evidence in the application documents shows that a number of homes in Jewel House will not be compliant with the BRE guidelines and no adequate justification is provided for why this should be allowed. Such decreased daylight and sunlight will have a severely adverse effect on the health and wellbeing of the residents of the properties contrary to Manchester City Council's Health and Wellbeing Policies and Population Health Policies;
7. The height and scale of the building would have a detrimental effect on residents of the area. In addition to being an eyesore, it would block out what little sunlight there is at street level;
8. The height of the building is unnecessary in this area and will lead to oversight and loss of privacy in local residences and will severely impinge on our right to privacy at home;

9. The proposed new development is so close to other buildings in the city centre that it would cause noise and disturbance to residents and business owners both during the construction phases and following completion;
10. The Northern Quarter area is already very busy and overcrowded. The building work for this location and then the building itself will negatively impact in terms of noise and disturbance what is already an overcrowded area.

Traffic, Highways and Parking Provision

1. The glass façade would be dangerous for drivers and tram drivers on sunny days due to glare.
2. An office of this excessive size will add to the problem of congestion of the district during rush hour. The trams are packed already as are buses;
3. How will the proposals potential impacts on the operation of the Metrolink and potential for disruption of services be managed? Can the contractor guarantee in writing to TfGM and Manchester City Council that they can build the scheme without any affection or closure of Metrolink tracks?

Other

Viability

1. The application confirms that the application scheme is not 'viable' when judged against an appropriate level of return for a development of the scale and nature of that proposed. The Council should reject this application on the above basis. It is not in the public interest to grant permission for a 17 storey building on the grounds it is not viable anyway and therefore the Council should just be prepared to accept any number of extra storeys which will just reduce the non-viability element of the build. In the end, this is not a viable building and the Council should not accede to its significant height just because this will make it less of a viability issue to the developer - with significant compromise to the public;
2. The economic viability assessment carried out by the developer, simultaneously asserts that a large degree of the cost to be incurred in building this development is due to the works needed to secure a crane suitable for such a tall tower. And that a tall tower is required to make the cost of the works viable. This circular reasoning is another example of the poverty of imagination endemic in design of this proposal. If the design is too expensive to build viably, don't build it, or redesign it!

Contrary to Planning Policy

1. Manchester City Council's Core Strategy Development Plan Document will be contravened by the application for the following reasons:
 - a. The proposals are not in keeping with the stylistic context or scale of the local area in that the new development towers above the other buildings in

the area in terms of height and scale. The materials are not consistent with the buildings in the local area.

b. The proposed development contains insufficient landscaping and the green areas.

The development will be contrary to the National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>) which requires that decision taking in relation to planning applications should be genuinely plan-led; be a creative exercise; be proactive in driving and supporting sustainable development; take account of the diverse character of different areas; support the transition to a climate-resilient, low-carbon economy; contribute to conserving and enhancing the natural environment and reducing pollution; conserve heritage; and support health, social and cultural wellbeing. If this Application is approved the development will be contrary to the local plan, it will have undergone insufficient creative input, it will not drive sustainable development in the area nor take into account the diverse character of the city centre area and the mix between old and new properties. The woefully inadequate green space within the development - when green space could have been integrated is not in accordance with the stated strategic direction of the Council in terms of reducing carbon, promoting health and wellbeing and ensuring new developments have appropriate landscaping within them.

This planning application is a simplistic, soulless, ill-conceived, meritless and cynical attempt to cash in on the recent growth and prosperity of the Northern Quarter. The building has absolutely no place in a heritage quarter

Environmental Impacts

1. This development needs to be considered in the context of the cumulative impact of a very large number of new developments which have gone up in this area in the past years. The impact on the neighbourhood as a whole (in terms of pollution - noise, light, traffic, rubbish - and the overall, often questionable, 'fit' of developments with the area) has been immense. While the environmental impact assessment seems to suggest that no great increase of traffic will be associated with this building (no car park), the logic is flawed. The building proposes to house offices, a gym, restaurant, cinema, and so on. All of these businesses will require regular deliveries (already a major issue on nearby roads, such as Church St), and will increase the footfall (and associated problems, such as rubbish and noise). Thus there is a clear environmental impact which would be magnified when it is added to the other recent developments.
2. The impact of the building on the already alarming air pollution needs to be considered. The current challenge the city is facing is to make the city centre breathing. And a 17-storey building just looks like an absurd and greedy project regarding the current environmental crisis we are facing.

3. This development will be a further contributor of various kinds of pollution to an already heavily polluted city centre. How do such developments fit into the Council's overall plan concerning climate crisis, and how will the development fit into a response to these challenges in a serious and incisive way?

Process

1. The change of use application, made after lockdown, could be construed to be an apparently cynical attempt to bypass normal public scrutiny as the full Planning Committee is not meeting at present;
2. Barely any local consultation has taken place on this new commercial application to gather feedback - the letter was sent to one block of residents that will be directly adjacent to the offices plus a number of nearby commercial neighbours but was apparently cynically and deliberately not sent to any residents of the Smithfield Estate which includes the Old Fish Market as many objections have come from the estate previously.

When the building is finished, how is it going to be cleaned? Is there going to be a cleaning mechanism on the roof for window cleaning? How tall is going to be? Will it be visible from street level?

Ward Members (Piccadilly Ward) – Cllr Wheeler has objected to this scheme on the basis that:

The proposal is too tall in violation of the conservation area, SRF and local plan for the Northern Quarter; the proposal is overwhelmingly opposed by local residents; The development negatively impacts on current heritage assets; The development will further incentivise land speculation around Shudehill and undermine council policy in this area, leaving us open to future challenges, on the basis an exception has already been made; There is no S106 contribution to mitigate the negative impact on the local area and The need for more office space in the immediate vicinity is being met by the Angel Gate development.

Manchester. Conservation Area and Historic Buildings Panel— commenting on the previous residential scheme expressed concern regarding the weight being given to responses from various consultation exercises with the design trying to accommodate all points of view and losing sight of accepted design principles. They felt that a need to accommodate a certain quantum of development and an aim to unify the site along Back Turner Street contributes to this outcome. The approach should be to focus on the new built forms proposed at either end of the site to ensure each responds to the differing street scene contexts of Shudehill and High Street.

A focal building would not enhance the historic environment. It would detract from an appreciation of the layout and built form of the existing streetscape. There are more appropriate means of providing a focal point without height. A tall building would set a precedent which would further destroy the character of an area that has so far maintained a unified sense of the scale of historic built form.

While not supporting the proposed tall built form, the Panel noted that the plinth of any such form would need to relate to the existing street layout and built form. It

should also contribute to activity within the street scene and the access to the tower via the adjacent retained built form on Back Turner Street was questioned. The form of the tower was seen as the unwarranted retention of a feature from a previous scheme but without the context of the wider previous design concept. They noted the advice given to the proposers by their own planning advisers that the proposed fully glazed tower would restrict the ability to develop nearby sites in the future.

The siting and treatment to High Street would be critical in terms of the defined street line and the design of frontage buildings. Pushing the elevation back from the footway would not create a 'pocket park' or meaningful open space and would be uncharacteristic of the historic pattern of development. The Panel rejected the 'minimalist' design concept for the High Street and felt that the elevation had been designed as a side wall rather than a principal frontage. There would be a complete mis-match between the defined ground floor and the adjacent buildings. The angling of windows on Back Turner Street would enable narrow views to be maintained towards High Street when blinds/curtains are drawn on the main windows for privacy but the lack of windows on High Street places a greater reliance on having windows on narrower side streets. The Panel also noted that, while there may be a design rationale for such a particular minimalist design intervention for the entrance elevation of a major institutional use, such a monolithic approach could not be accepted in this instance for the side wall of an apartment building fronting a principal street such as High Street.

The panel noted that it was unclear if the proposal includes works to the adjacent highways including, for example, any pedestrianisation.

Places Matter – Made a number of observations on the previously approved proposals at a pre-application meeting. At this stage, it was not decided that the existing building at 5 Back Turner Street would be retained. This would evolve later during the design development process. The aim of the illustrations presented to the Panel was to describe the key principles of the scheme, whilst allowing panel feedback to assist the design.

They noted that the approach to create two distinct buildings, with different typologies, responds well to this site and context. They were supportive and felt that it offered a really great approach, with its shift in language towards the Northern Quarter. They also made the following key points:

- The opportunity to further narrow Back Turner Street might be considered along with the potential for a true shared surface approach. There is a pinch point at the corner of the tower on Back Turner Street, which needs to be addressed by the treatment of the carriageway surface. The emphasis should be on making this a people route in to which vehicles occasionally enter.
- The frontage should seek to maximise vitality
- They queried the vertical fins in the façade of the town house block, which make this look a little blank. Consideration of projecting bays to animate this elevation was suggested which would increase passive observation up and down the street.

- In terms of creating a successful infill of this site as the adjacent blocks are very large and this site presents a curious wedge it was suggested that either an approach to presenting this as being slightly less important in the street hierarchy would work, by dropping back a touch from the building line. Alternatively, a more playful “wink” to High Street and a projection out in to it at height might also sit well.
- The fully glazed tower would have a beautiful modern quality and be very expressive. It could be a jewel that catches your eye as a positive contribution, and be in keeping with the ‘mystery and intrigue’ of the Northern Quarter.
- The sculptured design has a calming approach and takes the mass out of the block, which is excellent. The lift and cut away at the end of the profile works well, but appears to turn its back on the historic fabric where it comes right down to the ground. Bringing the ‘lift’ along the Shudehill elevation should be considered.
- The roof geometry is on a large and dramatic scale and the gesture at this height needs to be matched by one at the ground, which is another reason for raising the ‘lift’ element on the street.
- The opportunity to take the glazing up through elements of the roof was supported as an element of the drama from the ground.
- The way in which the fully glazed façade will allow differing level of opacity to be revealed, especially at night time, should be really stunning.
- They strongly felt that the building could be taller which would make it more elegant. Testing the long views, from the Market for example would help to determine the final height.
- The positive contribution of the lit ‘winter garden’ to the wider streets was noted. The salvaging the fire staircase from the Soap Street elevation and incorporating this in the glazed link should be considered.

Historic England- Has no objections on heritage grounds. The site occupies an important location on the boundary of the Smithfield Conservation Area, and on the edge of the Northern Quarter. The majority of the site currently makes a negative contribution to the significance of the adjacent heritage assets. Historic England is therefore supportive of the principle of this scheme, which seeks to redevelop the site, and to bring 1-3 Back Turner Street back into active use.

The site is currently occupied only by 1-3 Back Turner Street, which has some architectural and historic interest, and which makes a positive contribution to the significance of the heritage assets identified above. It is positive that the scheme seeks to retain and regenerate this building. The northern and southern sections of the site are either vacant plots, or occupied by heavily altered buildings which negatively contribute to their surroundings. The principle of redeveloping these elements could have a positive impact on the adjacent heritage assets, subject to the detail of the design.

The south-eastern edge of the site is to be redeveloped with a 5 storey brick structure tying into the storey heights of the retained warehouse. The curved form of the building to High Street, and the creation of the 'pocket park' is an appropriate response to this sensitive section of the site, both in its relationship to the Smithfield Conservation Area, and the adjacent listed buildings.

The fifteen storey building would be a prominent structure and be of a scale and form which is considerably taller than those within its immediate context. However, the building would be read in relation to the Arndale Centre, Arndale Centre Car Park and the Shudehill Transport hub, as opposed to the smaller scale character of the adjacent Northern Quarter. It is therefore concluded that the building will read as a modern building within a modern context, and will therefore not adversely impact on the way in which the previously identified heritage assets are experienced.

They raise one concern in relation to the proposed detail of its design. The first is that this element proposes large areas of glazing, and comparatively small areas of solid walling. This creates a rhythm of apertures to solid walling which does not replicate that which is evident on the adjacent retained building, and which is characteristic of the surrounding area. It is suggested that a reconfiguration of the windows, to break up the apertures into smaller areas of glazing subdivided by a greater extent of solid walling, would improve the overall design.

They note that local planning authorities have special duties with regard to preserving the setting of listed buildings and the character and appearance of conservation areas under s66 and s72 of the 1990 Act respectively. Local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, including conservation areas (NPPF, 192 & 200). NPPF 124-132 promotes good design as a key aspect of sustainable development and paragraph 127 expresses the need to respond to local character and history, and reflect the identity of local surroundings and materials without preventing or discouraging appropriate innovation. They consider that this development would accord with this conservation and design policy and statutory context.

TFGM (Metrolink) - Have raised concerns about how glare from the glazed facades could affect tram drivers and other road users. They have also commented on: the impacts of additional pedestrian movements around the building on pavement capacity; in relation to Metrolink operations, their preference for 2 pole fixings to be included within the building design; concerns about windows opening adjacent to Metrolink infrastructure; and, impacts of noise from the adjacent trams on residents. They have recommended that conditions are attached deal with their concerns.

Head of Highways- Have no objections subject to the provision of a Servicing Management Plan, monitoring of the level of cycle provision through a Travel Plan, the repaving in high quality materials of all adjacent footpaths and agreement of any off site highways works being conditions attached to any consent granted.

Head of Regulatory and Enforcement Services- (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the acoustic insulation of the commercial premises and offices above and any associated

plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, the hours during which deliveries can take place, the management of construction and the investigation and treatment of any contaminated land be attached to any consent granted

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections but have recommended that a condition is attached to any consent granted to secure bio-diversity enhancements.

Flood Risk Management Team – Have recommended that conditions ensure that surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives

Environment Agency - Have no objections but have recommended that conditions relating to piling and potential contamination risks be attached to any consent granted.

United Utilities - Have no objection to the proposal providing specific conditions to ensure that no surface water is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – concur with the recommendations in the desk based archaeological assessment' that: prior to their demolition the historic building should be recorded (Historic England level 1), and an intra-demolition watching brief should be maintained to record any currently inaccessible architectural/ structural details exposed during the demolition process; and, once demolition is complete, targeted evaluation trenching should be carried out to assess if any remains relating to the eighteenth century housing survives. Based on the evaluation results, should remains survive there may be a need for a 'strip, map and record' or 'open area' excavation. These works should be a planning condition (s).

Work and Skills – Have no objections subject to a local labour agreement condition being attached to any consent granted.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces

significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

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

SO1. Spatial Principles - This is a highly accessible location and the proposal could reduce the need to travel by car and contribute to halting climate change.

SO2. Economy – New jobs would be provided during construction and would provide office and other ancillary commercial space near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

S05. Transport - This is a highly accessible location, close to public transport and would reduce car travel. .

S06. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Paragraph 103 – which seeks focus significant development on sustainable locations which limit the need to travel and offer a genuine choice of transport modes.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes

Paragraph 118(d) - which encourage support for the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively

Paragraph 122 - which states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to taking into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities

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

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

This is supported by the National Design Guide (NDG) (Planning Practice Guidance for beautiful, enduring and successful places) states that ‘Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them’ and that ‘The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes people who use a place for various purposes such as:

- to live, work, shop, for leisure and recreation, and to move around between these activities; and
- those who visit or pass through.

It also includes people at different stages of life and with different abilities – children, young people, adults, families and older people, both able-bodied and disabled’

The Guide states that well-designed places have individual characteristics which work together to create its physical Character and sets out ten characteristics which help to nurture and sustain a sense of Community and work to positively address environmental issues affecting Climate.

The ten characteristics in the NDG Guide are based on the objectives for design set out in Chapter 12: Achieving well-designed places of the NPPF

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) EC1 Land for Employment and Economic Development, Policy EC3 The Regional Centre -The site is highly accessible close to sustainable transport provision within a key location for employment growth. The development would deliver high quality office accommodation. This would create jobs during construction and in operation. It would help to spread the benefits of growth and help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The proposal would use the site efficiently and enhance the sense of place. It would create a safer place by reducing opportunities for crime. The developments would contribute positively to the built environment and create character. Overall, the proposed uses would support sustainable development.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC2 (Retail), CC7 (Mixed Use Development), CC8 (Change and Renewal) – The development would enhance the built environment, create a well-designed place, provide job opportunities close to public transport and reduce the need to travel.

It would develop an underutilised, previously developed site and create employment during construction and in operation. This would assist economic growth and help to build a strong economy. It would complement a well-established community within the Northern Quarter and office workers would contribute to the local economy by using local facilities and services.

The development would enhance the environment, be well designed and would enhance and create character. This would help to create a neighbourhood where people choose to be.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and – The offices would support the growing economy and population and support a diverse labour market. Development in the City Centre is inherently sustainable. It would support GM's growth objectives by delivering jobs for a growing economy and population, in a major centre that is well-connected.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The Site is accessible to pedestrians, cyclists and by all transport modes. There are Metrolink stops at Market Street, Shudehill and Exchange Square. Victoria and Piccadilly train stations and Shudehill and Piccadilly Garden Interchanges are nearby. A Travel Plan would encourage sustainable transport and the location would minimise journey lengths for employment, shopping, leisure, education and help to connect residents to jobs, local facilities and open space. This would help to improve air quality and would improve pedestrian routes.

- Policy CC10 A Place of Everyone – This high-density development is in a sustainable location in an area identified for employment uses. It would use the site effectively and efficiently and to support the City's growing economy. The City Centre is the biggest source of jobs in the region and this proposal would support this and help to create a sustainable, inclusive, mixed and vibrant community.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – Sections 11 and 12 of the NPPF require land to be used efficiently taking into account: the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. Great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design, so long as they fit in with the overall form and layout of their surroundings. Permission should be refused for poor design that fails to take the opportunity for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

The design has been considered by stakeholders including Historic England and Places Matter. The quality and appearance would complement design in the area. It would be a high density development and maximise the use of the site, promoting regeneration and change. It would improve the functionality of the site. The building would respond to the taller and larger buildings found along Shudehill and the lower elements would relate to the scale of the Northern Quarter. It would not have a detrimental impact on the character of this part of the Smithfield and adjacent Shudehill Conservation Area or the setting of the adjacent Listed Buildings. It would

enhance quality in the area and introduce complementary activity. The development would improve legibility, cohesiveness and connectivity.

The retained and extended warehouse and 6 storey building fronting onto High Street would complement the finer urban grain around the site.

The taller element would be of an appropriate quality which would raise design standards. It should contribute to legibility and place making and it would respond positively at street level. It would reinforce the cohesion of the urban form and improve the character and quality of a site that has poor aesthetic value with a sense of inactivity and dereliction. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses its impact on these. It also evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

In terms of the NPPF the following should also be noted:

Paragraph 192. In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

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

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

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

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

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their

significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 201 points out that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. It states that the loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement explain the beneficial impact the development would have on the surrounding area.

The proposal would redevelop an underutilised site. 30-32 Shudehill and 1-3 Nicholas Croft have no special interest and are negative elements within the Conservation Area. The retention of 5 Back Turner Street would maintain its contribution to the understanding and appreciation of the character of the streetscape and the Conservation Area. The condition of the site currently makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. The loss of the buildings would result in less than substantial harm to the character of the Conservation Area and this needs to be weighed against the public benefits that the scheme delivers.

The fragmented character of the street block means that the impact on the setting of the adjacent listed building would be less than substantial and this harm needs to be weighed against the public benefits.

It is necessary to assess whether the loss of the buildings, would sustain the significance of affected heritage assets, would preserve or enhance the character or appearance of the Conservation Area and the setting of the adjacent listed buildings. The site has a negative impact on the setting of nearby heritage assets and the retention of 5 Back Turner Street and the introduction of good quality buildings on either side would contribute positively to the townscape and properly address the sites contexts. This would make a positive contribution to the townscape and enhance the setting of the heritage assets.

The schemes compliance with these sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which may be of local significance about which a proper record should be made as well as a recording of the buildings to be demolished and altered

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would deliver an energy efficient building. It would integrate sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development should be directed away from areas with a risk of flooding and that development should not increase flood risk elsewhere. Surface water drainage would be designed in accordance with the NPPG and DEFRA guidance in relation to SudS and would be managed and restricted to a greenfield run-off rate if practical, and run-off rates would decrease by 50%.

The design of the drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding is controlled for up to and including the 1 in 100-year storm event, including 20% rainfall intensity increase through climate change.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of pollution from ground conditions, air and water quality, noise and vibration, waste and biodiversity has demonstrated that there would be no significant adverse impacts. Surface water run-off and ground water contamination would be minimised

Measures are proposed to improve biodiversity. An Ecology Report concludes that that no conclusive evidence was found of any specifically protected species, including bats, regularly occurring on site or in the surrounding areas which would be negatively affected by site development. The proposal would have no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

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

DC22 Footpath Protection - The ground floor activity and repaving would improve pedestrian routes within the area.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal:- appropriate siting, layout, scale, form, massing, materials and detail; design for health; impact on the surrounding areas in terms of the design, scale and appearance of the proposed development; that development should have regard to the character of the surrounding area; effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation; accessibility to buildings, neighbourhoods and sustainable transport modes; impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and, impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage. These issues are considered in detail in below.

DC26.1 and DC26.5 (Development and Noise) – The impact noise in relation to the development is set out in detail below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will: Continue to encourage walking, cycling and public transport journeys; Improve green spaces and waterways including them in new developments to enhance quality of life; Harness technology to improve the city's liveability, sustainability and connectivity; Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport; Argue to localise Greater Manchester's climate change levy so it supports new investment models; Protect our communities from climate change and build climate resilience

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

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was

proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

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

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

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

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of this application: Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area; Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area; The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals; Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability; Buildings should respect the common building line created by the front

face of adjacent buildings although it is acknowledged that projections and setbacks from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage; New developments should have an appropriate height having regard to location, character of the area and site specific circumstances; Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises; Visual interest should be created through strong corner treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

The Greater Manchester Strategy (2017) (“Our People, Our Place”) - was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former “Stronger Together: Greater Manchester Strategy” published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be: “A place where all children are given the best start in life and young people grow up inspired to exceed expectations. A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you’ll get it.

A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent. A place where people live healthy lives and older people are valued. A place at the forefront of action on climate change with clean air and a flourishing natural environment. A place where all voices are heard and where, working together, we can shape our future.”

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

Our Manchester Strategy (2016-25) – This sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will: have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas; possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK; play its full part in limiting the impacts of climate change; be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and be clean, attractive, culturally rich, outward-looking and welcoming.

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

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed office accommodation and commercial units would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

NOMA regeneration framework (2010)- This regeneration framework cover the 20 acres of land surrounding the Cooperative Headquarters. This considered in detail how the Cooperative group, together with the City Council, could achieve a new high quality City Centre district together with other long term strategies for the area. It sought to deliver on a unique opportunity for commercially-led, mixed use regeneration in a priority City Centre location that is capable of accommodating the city's expansion and diversification. The Masterplan proposals will drive forward the City's competitive offer as a principle destination for inward investment, employment, retail and leisure.

The proposed development would complement the above objectives

Conservation Area Declarations

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area.

The Conservation Area Brochure contains specific advice on the parameters that are appropriate in terms of an approach to Development Management and achieving improvements and enhancements to the area. Whilst this is only advice it does reflect the expectations set out in the City Council's Design Guide SPD and Core Strategy in respect of new City Centre developments particularly within Conservation Areas. This is summarised below as far as it relates to this development:

- The south-west part of the Conservation Area is composed of large buildings, and any new development here is likely to be designed on a substantial scale.
- New buildings in Piccadilly, Market Street, Church Street and the southern parts of High Street and Oldham Street should relate to their immediate neighbours which are up to seven storeys high.
- The main criterion in urban design terms in this area relates to the need to fit into the established street pattern and to ensure that the scale of development proportions and materials relate to the immediate context.
- Development management aims to encourage development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities
- Demolition of existing buildings of architectural or townscape merit should be seen as a last resort and a coherent and complete justification made in line with government guidance on the issues relevant to each case must be made.

- Quality is the overriding aim in any new proposal, and this can be provided in either sensitive refurbishment of existing buildings or the appropriate design of new buildings.
- The urban design context is vital in this conservation area. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high quality buildings and also complement their character. Designers of proposed buildings should take account of this rather than evolving a design which has no clear relationship with buildings nearby. This does not mean a debased copying of historical forms which serve only to devalue the genuinely historical buildings nearby. It does mean acknowledging the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in the design of the modern additions.
- Both the larger and smaller buildings within the conservation area exhibit a great variety in style, but also a common unity which designers of new and refurbished buildings should acknowledge. However, superficial copies of historic buildings do not make a positive contribution to the historic character of the area and each building should have a vitality of its own.
- Designers should be aware of proportion and rhythm in their buildings and also differentiate a ground floor, middle portion (where there is sufficient height to do so) and a top part which creates a varied skyline, in order to enhance the area.
- In line with other parts of the city centre, new development proposals should generally be aligned to the back of pavement, in order to preserve the linear character of the streets.
- The corner emphasis characteristic of Manchester buildings is evident in Smithfield, and its use in new developments will therefore be encouraged
- In terms of building materials brick, stone and stucco, brick with stone dressings predominates and solid, traditional materials should be used in preference to large expanses of cladding, concrete and glass.
- In new buildings, windows should be set back from the wall faces in order to create deep modelling on the facades.
- One of the aims of improvement is to restore the rich tapestry of spaces and built form located hard up to the back of pavement which characterises the small scale older 18th century buildings within the area.

Shudehill Conservation Area Declaration

The application site lies within the Shudehill Conservation Area which was designated in 1987. The west side of the Conservation Area is composed of large buildings constructed during the 20th century. These line the east side of Corporation Street and turn the corner up Withy Grove. The older, smaller scale properties which survive today are situated to the east side of the conservation area.

Shudehill and Withy Grove rise up the incline of one of the Irwell river terraces. At the steepest part, the upper end of Withy Grove, the narrowest fronted buildings are found, and these form a more varied yet integrated frontage on the slope than would large, broad-based buildings such as those on Corporation Street, which is level.

Many older buildings have been demolished due to low levels of occupancy, neglect and lack of investment. . Others have been affected by the construction of the Metrolink system which follows the line of Balloon Street and the former Snow Hill.

The small-scale commercial premises on Shudehill and Withy Grove date from the 18th century and provide a wealth of interest.

Development control in Shudehill is aimed at encouraging development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities.

Shudehill conservation area has extensive plots of land awaiting redevelopment and it lies within an area deemed suitable for commercial purposes. This permits office and retail uses, but mixed commercial premises, including light industry and showrooms, would also be acceptable.

Other National Planning Legislation

Legislative requirements

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

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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

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

Land Interest

The City Council has a land interest in the site (30-32 Shudehill and 1-3 Nicholas Croft) which includes public footway and highway within the site edged red. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for "Urban Development Projects" within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

Previous planning permissions Permission was granted by the Planning and Highways Committee in June 2019 (ref 122523) for the erection of a part 17, part 6 storey building and the conversion of 1 & 3 Back Turner Street, including a single-storey extension, to create 65 homes, It also proposed ground floor commercial uses and landscaping following demolition of 30 & 32 Shudehill and 1 & 3 Nicolas Croft.

There has been no change in policy since then and as such it has established a number of principles relating to the redevelopment of the site. This scheme is essentially the same in almost every respect and its impacts would essentially be the same. The main difference is that this building would accommodate offices rather than homes. As set out above an office scheme in this location is wholly consistent with planning policy. This is an important material consideration.

The Schemes Contribution to Regeneration – The City Centre is the regions primary economic driver and crucial to its economic success. Its regeneration and the outcomes delivered is a key planning consideration. Employment in the City is expected to grow by 11% between 2014 and 2024, exceeding Greater Manchester and national forecasts. This would create 42,600 jobs taking total employment towards 430,000. Much of this growth will occur in sectors with higher than average GVA, which is expected to increase by 36% to 2024. The proposal would deliver over 30,000sqft of high quality accommodation and 1400sqft of ground floor commercial space.

Employment and population growth is creating demand for employment space, and supply is not meeting demand. There is a shortage of good quality office space in the city centre and it must be provided in sustainable locations, such as this, to allow the economy to grow. Momentum must be maintained and products are required to address the locational needs of niche markets.

The strength Manchester's creative and digital sector has been supported by a large pool of skilled young people. The sector attracts young people to the city and helps to retain graduates. Creating space which allows this sector to grow is an important to the City's growth ambitions.

The Northern Quarter is a high quality mixed use area and this proposal would continue its evolution. It would complement the office sector at Noma which has attracted high profile digital and tech tenants such as Amazon and shared workspace operator We Work.

The Northern Quarter has attracted the creative, digital and tech sectors. The young and vibrant workforce is attracted by the areas restaurants, bars and entertainment offer. However, a lack of office supply in the NQ will inhibit further growth.

The proposal has been developed with specialist advice to ensure that the space is attractive to the niche target market. This has informed layouts, character and front and back of house requirements which would make the space attractive to the target market. The converted warehouse building and Building C would deliver unique spaces that should attract the city's creative workforce.

The proposal would help to sustain the Northern Quarter as a vibrant place to work and live. Employment would be created during construction and in the office space on completion.

The site has a negative impact on the street scene, the Conservation Area and the Northern Quarter. This creates a poor impression of the area compared with more vibrant streets nearby. The proposal would underpin and support the distinctive identity of the Northern Quarter and continue the process of change that has improved its character, legibility and value over the past 25 years.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 16 storey building is acceptable 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 CABE.

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

Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. A key issue is whether the height of Building A and its impact on the character of the Smithfield Conservation Area and the setting of the adjacent Shudehill Conservation Area and grade II listed buildings, is appropriate.



The Core Strategy supports tall buildings that are appropriately located, are of excellent design quality, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes.

The previously approved building height and form was been discussed with a range of stakeholders including Members, Historic England and Places Matter. There was engagement with local residents and they were informed about the revised use and given an opportunity to comment prior to submission of this application. A contractor has assessed the delivery of the scheme. The retention of the Warehouse (Building B) impacts significantly on buildability and viability and this is reflected in the height of Building A. A specific quantum of development is required to make the scheme viable and the Shudehill frontage is considered to be more appropriate for height than High Street.

A number of other factors have led to the height of the Building A. The shape of the site and the retention of building B reduces the area available for new build. The scheme has to be phased, starting with the tower and working back towards High Street. This extends the build programme and adds cost. A crane would have to be installed on the High St site to lift materials over the retained building. The height of the crane requires substantial engineering works to secure its base which prevents development on that part of the site. Health and safety issues mean that the retained building cannot be converted during that time. The implications of these requirements on deliverability have been included in a Viability Assessment submitted in support of the proposals. As with the previous approval this has been assessed and the conclusions are accepted.

The structure of 1-3 Back Turner Street has to be assessed and tested to determine structural alterations, space planning and the extent of works to the façade. This would identify the location of a hoist for the tower construction. It would be necessary to complete some refurbishment to enable the 5th floor to be used for material storage and for hoisting facilities.



The site has not changed for some time apart from the demolition of 5 Back Turner Street and investment is required. The proposal would use the site efficiently and create an area of public realm.

The Core Strategy requires large developments to complement the City's building assets, including designated and non-designated heritage assets. The impact on the environment, the skyline and how it would add to its locality is also important.

The fragmented nature of the site harms the setting of the Smithfield Conservation Area and nearby listed buildings. It erodes the street pattern and interrupts the prevailing building line. This weakens the character and appearance of the area, creates a poor impression and lacks street level activity. There is therefore an opportunity to enhance the character of the Conservation Area, and preserve the setting of the adjacent listed building in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act

The retained and refurbished building C would retain historic fabric on Back Turner Street. It would be cleaned and made good and the windows upgraded. Building C would address the finer urban grain of the Northern Quarter. The conversion of the

building to offices may require the removal of the chimney in order to achieve the required office floorplate. A condition would require further work to be undertaken to assess whether the chimney could be retained.

Building A responds to Shudehill where larger modern structures have replaced many older buildings. Underused and cleared sites have been developed as the City Centre expands. Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The proposal would provide a sense of enclosure, better define the street block and create a dense urban grain and follow the historic building line. Its scale, massing and appearance would deliver a high quality contemporary building which would enhance the cityscape. Building A would assist orientation in a gateway location and its top would be a distinctive addition to the skyline.

Each element would have its own character and form. The external materials for A and C would complement the colour and textures of nearby buildings. They would be viewed as separate buildings and as modern interventions and ensure that building B would be clearly read within the street scene and not dominated.

Building A would have a strong vertical and slender proportion with an angular roof. It would be clad in a triple glazed unitised façade which would create a high quality appearance appropriate to a gateway location and respond to the heritage context. The modern design and materials of Building C would complement the rich architecture of High Street.

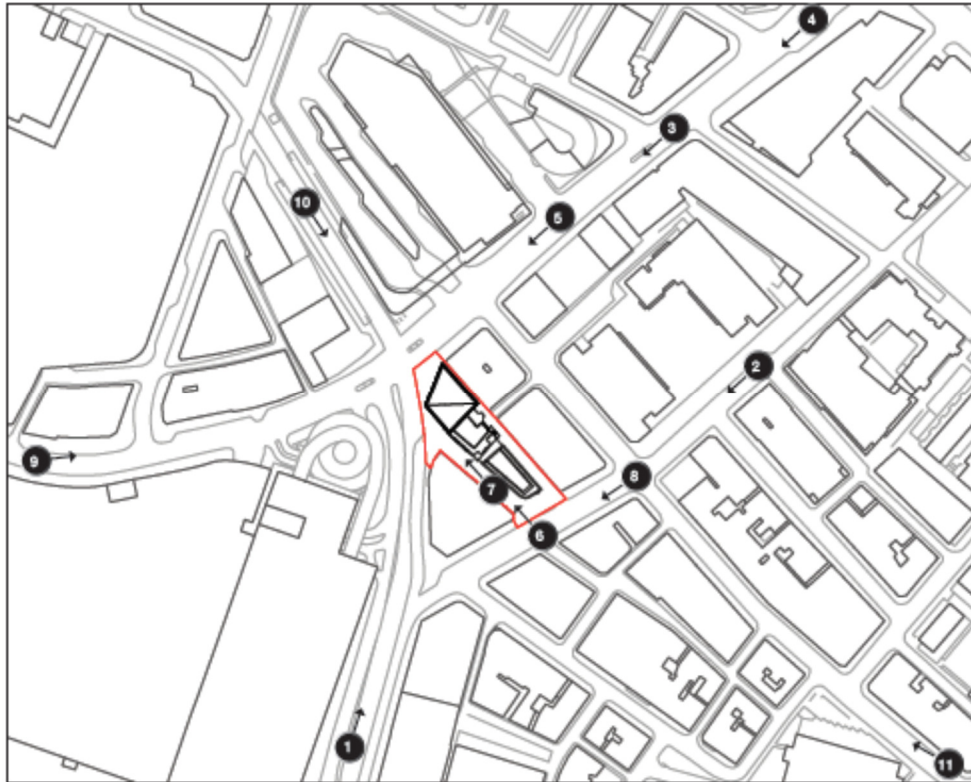
The proposal responds to the massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner and is an appropriately designed contextual response. It would improve Back Turner Street, High Street and help to establish a sense of place. The proposal would enhance the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or impact on important views.

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

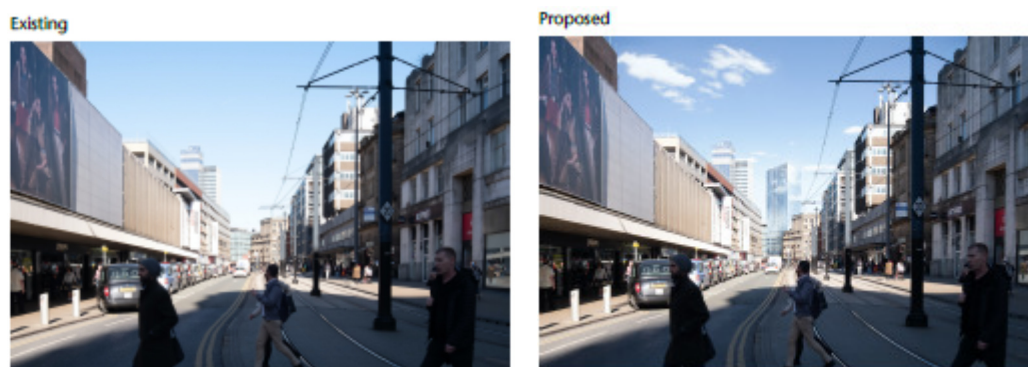
Conserving or enhancing heritage assets does not prevent change and localised impact on the character of a Conservation Area need to be considered within the wider context. This appearance of this site is poor and has a negative impact on the area. Views are fragmented and inappropriate and change is required that would enhance the setting of heritage assets and the wider townscape.

The effect of the proposal on key views, listed buildings, conservation areas, Archaeology and open spaces has been assessed. When seen from radial approaches, the city centre skyline expresses its density. Taller buildings are an essential part of the character of any dynamic city. There are historic buildings and larger, more modern developments nearby. However, the historic heritage assets must remain dominant.

A visual assessment has analysed the impact on the heritage significance of 11 key views, using photomontage / CGI perspectives. This has considered the impact on the character of the Smithfield Conservation Area and setting of the adjacent listed buildings and Shudehill Conservation Area.



View 1



This is from close to the junction of High Street and Market Street, looking north. It is dominated by buildings on High Street, particularly the long expanse of the Arndale Centre and the tram pylons. The buildings on the right hand side of High Street lie

within the Smithfield Conservation Area and the Debenhams building is listed Grade II. The CIS Tower can be seen in the background above the Arndale Centre. The view is terminated by the NCP Carpark and the late Victorian Basil Chambers. The view highlights the variety of architectural styles, forms and heights in this area

The proposal would appear in the backdrop of the view, in front of the NCP carpark, behind Basil Chambers. The tower would sit comfortably within a multi-layered townscape and different architectural styles alongside the CIS Tower and provides a marker for the end of the street. Its simple glazing and appearance would ensure that Basil Chambers retains its architectural prominence, and the tower would not compete visually in terms of scale or form with other buildings.

The overall impact of the proposal on this view would be minor and beneficial

View 2

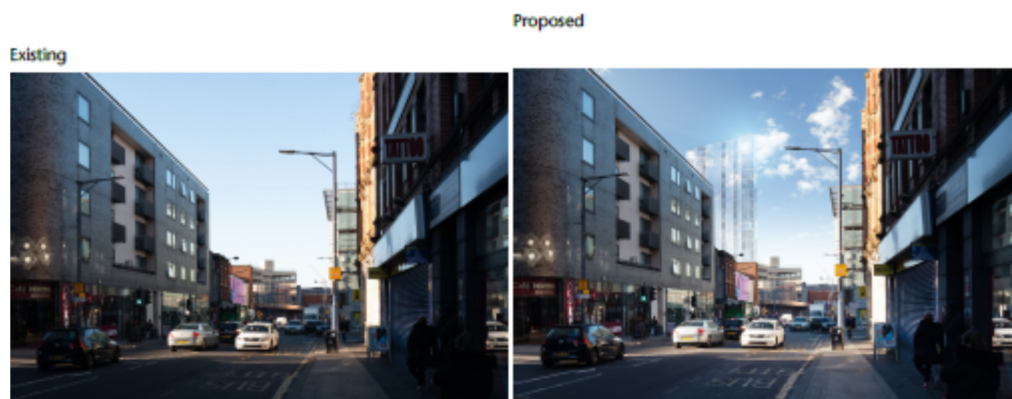


This is from High Street within the Smithfield conservation area looking south west. It is dominated by the ornate red brick Romanesque façade of the Grade II listed former Fish Market. Also visible on the right hand side of High Street are the corner of the Grade II listed 9-19 Thomas Street, and on the other side of the junction, Grade II listed 75-77 High Street. New modern development appears above the façade of the former Fish Market, signalling the regeneration of the Market. The view is terminated by the Arndale Centre Carpark.

The proposal would largely be hidden behind existing buildings; however, a small element of the tower would appear behind the modern building within the Fish Market. It forms part of the multi-layering of buildings typical of the evolution of a City Centre. The rich and ornate elevation of the Fish Market retains its dominance and the tower would sit well below the top of the Market gable, ensuring that the character of the conservation area and those buildings that positively contribute to it, would remain intact. The simple design of Building A would ensure that it does not dominate the view but blends into the background.

The effect of the proposal on this view will be minor but beneficial.

View 3



This is from the junction of Shudehill and New George Street within the Shudehill Conservation Area. It is dominated by the Crowne Plaza hotel on the left hand side and terminated by the Arndale Centre carpark. The buildings on the left hand side are within the Smithfield Conservation Area and those on the right within the Shudehill Conservation Area. However, the majority of development visible is modern with little of heritage significance to be seen.

The proposal would appear behind the hotel in the backdrop of the view, and partially hiding the Arndale Centre carpark. In the context of the surrounding buildings and because of its lightweight materials, the building would not dominate this view but sit comfortably within it. The effect would be Minor in heritage terms. There will be no appreciable difference in the public's ability to appreciate or understand either of the conservation areas or any listed buildings. The quality of materials and architectural form the tower would ensure that its contribution is beneficial.

View 4

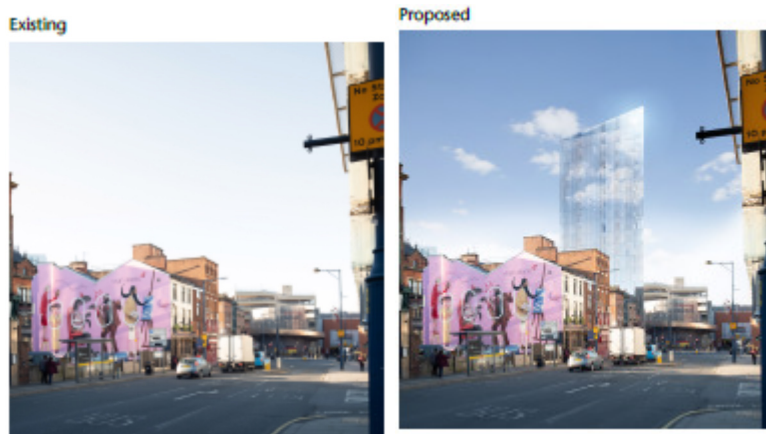


This is from Rochdale Road looking towards the City Centre. It is dominated by the intersection between Shudehill and the Ring Road, and the Crowne Plaza Hotel in the foreground. To the right is modern development under construction and in the distance the Arndale Tower. The view typifies the evolution of the City Centre over the past century with different heights, styles and materials.

The proposal would sit in the distance to the right of the Crowne Plaza Hotel. Its height would sit well contextually and would not dominate or overwhelm.

Similar to View 3, the effect would be Negligible in heritage terms and there will be no appreciable difference in people's ability to appreciate or understand either the conservation areas or any listed buildings. The proposal helps draw the eye towards the city centre. The high quality nature of the architectural form would be beneficial.

View 5



This is within the Shudehill Conservation Area, looking south west and dominated by the flank elevation of the Hare and Hounds and the vacant site to its north. Beyond that is the flat roofed brick flank elevation on the corner of Shudehill and Thomas St. The view contains a number of buildings that form part of the character of the conservation area, but old, new and gap sites are visible.

The proposal would rise behind the Hare and Hounds partially obscuring the car park structure and the effect would be Moderate. The proposal sits behind the cluster of older buildings and does not prevent an appreciation of them or an appreciation of buildings of interest. Building A would provide a visual marker for the junction of High Street and Shudehill and the Transport Interchange opposite. Whilst the difference in the scale of Building A and the older buildings in the foreground is obvious, the quality of the design and the use of glazing would reduce the visual impact. In townscape terms. Benefits would be derived from the improvements in legibility and navigation that would be derived from the height of Building A.

View 6



This is from High Street at its junction with Back Turner Street looking north west from within the Smithfield conservation area. It is dominated by the vacant site and the flank elevation of 1-3 Back Turner Street. To the right are the listed 75-77 High Street and 10-20 Thomas Street and on the left Victorian commercial architecture that typifies the conservation area.

The proposal would be in the middle of this view. Within the High Street, Back Turner Street and Soap Street context, the form, scale and materials of blocks A and C would ensure that the development sits comfortably and contextually with the surrounding buildings and would improve the landscaping.

The proposal would tie 1-3 Back Turner Street back into its context. The articulation of the elevations follows the rhythm and articulation found in the conservation area. The development would contribute to vibrancy and animation. Block A would be seen behind 1-3 Back Turner Street and relate to the context on the edge of the Northern Quarter and the emerging neighbourhoods beyond. It would be read as a more recessive element despite its scale, owing to its lightweight materials and its simple architectural form.

The effect of the proposal is substantial but overall Beneficial, providing a sensitive and dynamic element to a currently semi derelict part of the Conservation Area and City Centre.

View 7



This is on Back Turner Street further to the north west adjacent to the former 5 Back Turner Street. It shows the essence of the historic tight nature of Back Turner Street with older buildings on each side tight against the pavement. The view highlights the flank elevation of 1-3 Back Turner Street. In the distance is the rear of the Arndale Centre across Nicholas Croft.

The proposal would knit the fabric of Back Turner Street together and respond to its context in terms of materials and form, particularly the use of brick and glass. It highlights a restored and regenerated 1-3 Back Turner Street. The effect would be substantial and beneficial **and** fundamentally change the sense of dereliction and decay.

View 8



This looks down High Street from its junction with Thomas Street. The Grade II listed 75-77 High Street is in the background and beyond that on the right hand side are Victorian commercial buildings typical of the Smithfield Conservation Area. The view is terminated by the Arndale Centre Car Park.

The proposal is pulled back from High Street to provide the small pocket park and is not visible. This allows the historic buildings to be appreciated. The 'pocket park' would improve the street scene and provide a quality setting for the adjacent listed buildings and enhance the character of the Conservation Area.

View 9

Existing



This is from Shudehill, within the Shudehill Conservation Area looking north east. It is dominated by the ramp to the Arndale car park. In the distance 30-32 Shudehill and 1-3 Nicholas Croft provide a scarred and derelict gateway to the Northern Quarter. The architectural and urban quality is poor with the buildings showing dereliction and decay. The more dominant modern buildings are functional and oppressive.

The proposal would sit in the background and provide a high quality gateway to the Northern Quarter. The architecture creates an elegant form with a dipping roof. The lower floors of building A have been peeled back to open the corner of the site towards Shudehill to preserve a visual and physical connection to the corner of 1-3 Back Turner Street.

The effect of the proposal will be substantial but its fundamental impact would be Beneficial. Its materials and appearance would enhance regeneration.

View 10



This is from Dantzic Street, within the Shudehill Conservation Area, looking south east and is dominated by the tram lines and platforms. The surrounding buildings are set well back from the road/tramway and are of an eclectic mix of age, style and form. The side elevation of 1-3 Back Turner Street can be seen in the distance behind the partially demolished 30-32 Shudehill and 1-3 Nicholas Croft. To the right is Basil Chambers. Whilst the view is towards the Smithfield Conservation Area and the Northern Quarter, it is not of a quality that would be expected in such a gateway location.

The proposal would mark the entrance to the Northern Quarter and an important junction at the top of the High Street more appropriately than the semi-derelict condition and the scarred edge of 1-3 Back Turner Street. The proposal would have a substantial impact on the townscape but only a moderate impact on heritage. Building A would be prominent, but its form and lightweight materials would minimise its impact on the older buildings of the Smithfield Conservation Area. It would act as a marker in townscape terms, aid navigation and beneficially enhance the view.

View 11



This is on Hilton Street looking north west at its junction with Oldham Street into the Smithfield Conservation Area. In the heart of the Northern Quarter, the buildings and view typify the grid pattern nature of the area and its mix of buildings. Materials range

from red brick to stucco, alongside glass and steel modern interventions as part of the architectural mix.

The proposal would not be dominant, and would be in the far distance as a backdrop. Its effect would be negligible and it would not impact on peoples understanding or appreciation of the more immediate and middle-distance context. The combination of light materials and modern form provides a positive and beneficial marker of a vibrant City Centre and would aid with legibility and navigation in terms of the wider townscape.

These views demonstrate that the scale, alignment and positioning of the proposal would be acceptable and would add to the skyline. The buildings would be seen from some parts of the conservation area and in views of listed buildings but the impact would not be harmful. Overall, the proposal would have a beneficial impact on heritage assets and the townscape. Where the proposal appears more prominent its quality and the significance of the heritage assets remain fully appreciable, or the urban decay and dereliction is stitched back together. The proposal combines sensitive infill and dynamic city regeneration and would remove the adverse impact of the site on the street scene, on adjacent listed buildings and on the Smithfield and adjacent Shudehill Conservation Areas.

Significance of the 30-32 Shudehill and 1-3 Nicholas Croft and the case to support Demolition.

30-32 Shudehill, 1-3 Nicholas Croft, have been assessed against the statutory criteria for listing to determine if they have any special interest. This assessed their evidential, historical, aesthetic and communal value. The Heritage Assessment and Townscape and Visual Impact Assessment used HE's Guidance –Conservation Principles, Policies and Guidance (2008).

The buildings have been altered, abandoned or demolished to the extent that their historic interest has been diminished and their past historical use and value is difficult to understand. Their partial demolition from three and four storey to one storey means they yield little or no historical value and the alteration of the ground floors, means they have lost the majority of their architectural interest. They do not contribute to the conservation area.

This area has communal value and has been a place for employment and retail for nearly 200 years. Its proximity to the city centre means it is somewhere that many people have passed through and recognise. People value the architecture and fabric of buildings and use the buildings and spaces in the conservation area. However, these buildings have a negative impact and have largely represented urban decay and dereliction for decades. It is viewed by people waiting at the tram stops. Whilst the communal value of the conservation area and nearby listed buildings to the south and east is high, the communal value of the site's context to the north and west, with the post-war Arndale development and carpark, is low.

The evidential, historical, aesthetic and communal heritage values of the buildings are considered to negligible and they have a negative impact on the Smithfield

Conservation Area. Their loss would have a negligible impact on the character and appearance of the Conservation Area and the setting of adjacent listed buildings. It would allow a development that would have a beneficial impact on the character of the Smithfield Conservation Area, the setting of listed buildings and the Shudehill Conservation Area.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration and considerable weight is given to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires that special consideration and considerable weight is given to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraphs 192, 193, 194, 196, 197, 200 and 201.

The NPPF (paragraph 193) notes that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

This proposal involves the demolition of non-listed buildings, and affects the setting of adjacent Listed Buildings, the character of the Smithfield Conservation Area and the adjacent Shudehill Conservation Areas. The harm caused would be less than substantial. Paragraph 196 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits, (Para 20 of the NPPF Planning Practice Guidance). The public benefits arising from the development, would include:-

Heritage Benefits

The proposal would secure the optimum viable use of an underutilised site as set out in paragraph 196 of the NPPF. It would secure the long term conservation of the warehouse and re-use parts of the site that have been vacant and underutilised for many years. Historic fabric on the roof would be replaced but this adverse impact would be outweighed by the wider substantial heritage benefits. The retention of 1-3 Back Turner Street has implications on the height of Building A and scheme viability.

However, any harm from this height is on balance outweighed by the substantial benefits of the scheme which would improve the townscape, the character of the Smithfield and Shudehill Conservation Area and the setting of adjacent Listed Buildings.

Wider public benefits

These are set out elsewhere in this report and include:

- Putting a site which has a negative effect on the townscape, back into viable, active use;
- Regenerating a site containing underutilised and largely vacant buildings some of which are of poor architectural quality;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the sites potential to accommodate and sustain an appropriate mix of uses, providing high quality accommodation;
- Providing a new public space and facilities for residents, workers and visitors;
- Responding to the local character and historical development of the area, delivering an innovative and contemporary design which reflects and complements both the wider area and local context;
- Creating a safe and accessible environment;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

As set out later in this report the quality and design of the proposal would sustain the value of the key heritage assets. There are substantial public benefits which would outweigh the harm caused by the loss of the buildings. The harm is necessary to secure those benefits, to fully realise the optimum viable use of the site and secure its wider potential in urban design terms

The buildings that would be demolished are of low value and contribute little to the character of the Smithfield Conservation Area, the setting of the Shudehill Conservation Area and Listed Buildings. Their demolition would result in some instances of "less than substantial harm". The heritage assets and their setting would not be fundamentally compromised and the less than substantial harm would be outweighed by the public benefits.

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

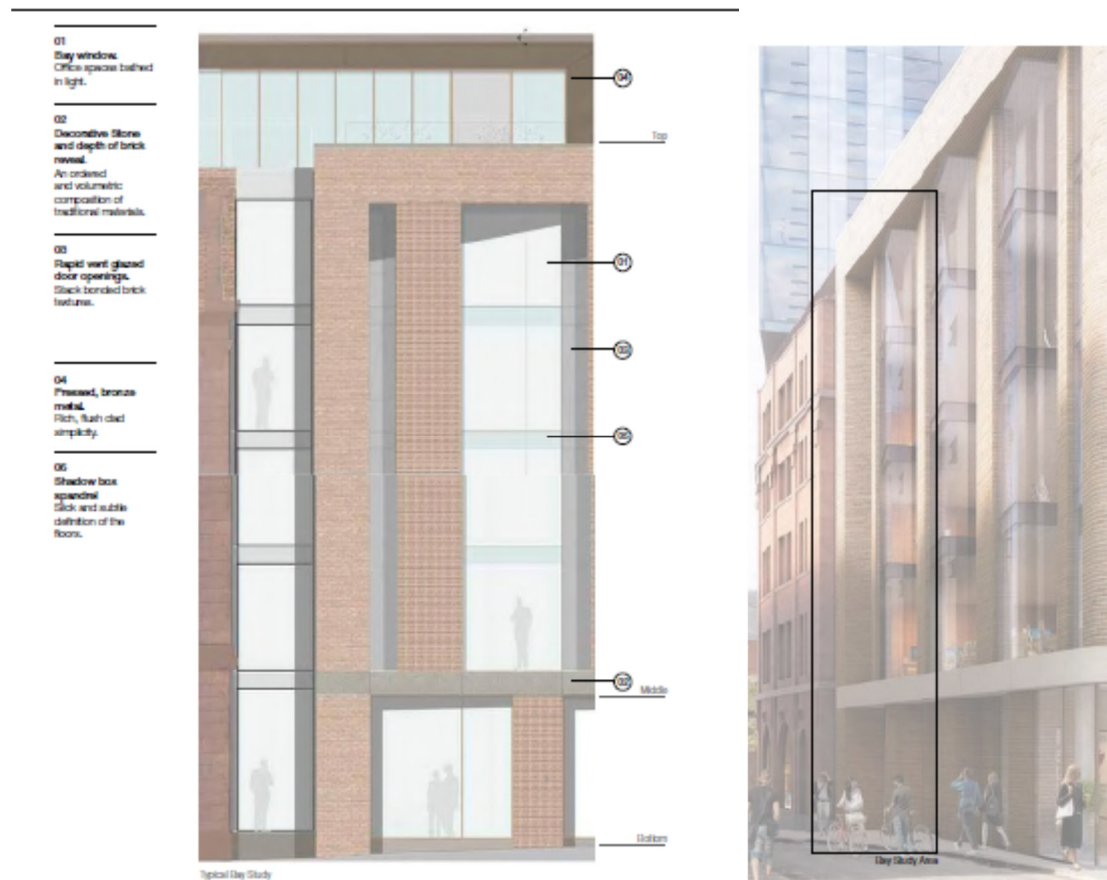
The Northern Quarter is a popular and vibrant. High Street, Back Turner Street and Shudehill are routes into the Northern Quarter from the Transport Interchange and Victoria Station. Improvements to the public realm would improve the connection from Shudehill to High Street.

Building A is at a prominent junction where the Retail Core and the Northern Quarter come together. The footway on Back Turner Street would be widened and a semi shared street created to allow Back Turner Street to become more active and create an attractive link from Shudehill to the Northern Quarter. The 'pocket park' would provide an amenity space for local residents and users of the area.

The development would improve passive security to Shudehill, Back Turner Street, High Street, and to a lesser extent Soap Street. This would contribute to the safe use of the area, enhance its vitality and create an enhanced sense of place.

Architectural Quality





The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered urban design response and Building A in particular needs specific attention.



- [illegible]





The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

Building A would have a strong vertical and slender proportion with an angular roof, providing a strong identity. The corner at Back Turner Street would be peeled back to create a strong street level presence and open up the corner of the site. This would preserve a visual and physical connection to the retained building. The materials would contrast with the retained building and lower block on High St to create a clear distinction between the 3 buildings.

The facades of Building A would be glazed to reinforce its simple elegant form. A triple glazed façade allows clear areas to be maximised. Diffused glazing would be incorporated within the panel layering which would be blended across the façade in a mix of 30% and 60% levels of opacity. This would allow different light levels to pass through and create privacy without losing natural light and provide animation.

The flat roof extension would sit below the parapet line and would link Building B to Building A. It would be set back from the building line and pulled back towards the main tower to allow the incorporation of a roof-top terrace.

Building C would be a modern building. Its scale, brick work and contrasting panels, metalwork and pre-cast stone would complement the areas historic character, notably the listed Jewel House and Basil Chambers. The curved form to High Street would reference the strong corner features characteristic of historic buildings. It would have a traditional tripartite subdivision with the materials and fenestration

arrangement distinguishing the ground floor, the middle section and the top. The layering, detail and highly modelled design should ensure that the proposal responds to its context. The bottom section is capped by a decorative stone lintel, which helps to ground the base, and distinguish the floors above. A strong grid defines the middle section and the set back of the roof level penthouses defines the top of the building.

The proposed materials are appropriate and would deliver a high quality design. Their colour and texture would reflect that found within the wider area and townscape. The building layout would help to animate the street and would improve the quality of the streetscape considerably.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality. A significant amount of time has been spent developing and costing the design to ensure that the scheme can be delivered with options having being tested before the scheme was submitted.

The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site and the range of technical expertise is indicative that the design is technically credible. The applicant is keen to commence work on site as soon as possible. The development has been demonstrated to be viable and deliverable.

The glazed facades would be cleaned via a giraffe system / platform and will be concealed at roof level and visible only when in operation.

Relationship to Transport Infrastructure

This highly accessible location would encourage the use of sustainable transport. The proximity to jobs and services mean that many journeys should be on foot. The constrained nature of the site and a desire to create activity at street level mean that it is not possible to provide car parking on site. There are multi storey car parks nearby should office users require parking space. A Transport Statement outlines the zero-car parking approach and the Travel Plan notes that cars can be rented by the hour from the City Car Club. The closest bay is on High Street. The Travel Plan would make occupiers aware of the sustainable transport options available. .

A Transport Statement concludes that the proposal meets the criteria set out in national and local policy for sustainable development and would not adversely affect the operation of the highway or transport network. .

Sustainability

New developments should attain high standards of sustainability because of their high profile and local impact. An Energy Statement and Environmental Standards

Statement (ESS) provides a detailed assessment of the physical, social, economic and other environmental effects and considers it against sustainability objectives. It sets out measures that could use over the lifecycle to ensure high levels of performance, long-term viability and compliance with planning policy.

Energy use would be minimised in accordance with the Energy Hierarchy, improving fabric efficiency and using passive servicing methods throughout. Thermal performance and air tightness exceeds Part L Building Regulation requirements and energy reduction and low carbon technologies have then been applied.

The energy strategy has been informed by the Lean, Clean, Green hierarchy. Good practice sustainability measures have been incorporated as follows: High performance glazing to reduce solar and transmission gains; Improved thermal transmittance U-values; Low Energy use, high efficiency Heat recovery air plant; High efficiency VRF heat pump technology to office areas; Low energy LED lighting; and, Automatic lighting control system with occupancy and daylight dimming controls in common parts

These measures would reduce annual regulated carbon emissions beyond 9.14% above the Part L 2013 benchmark and 15.14% beyond the Part L 2010 Building Regulations benchmark which surpasses Core Strategy requirements. The scheme would be inherently efficient and cost effective during occupation.

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of land and buildings in relation to sunlight, overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. However, any harm does need to be considered with reference to site context.

Wind

A Wind Microclimate report assesses the impact of wind patterns on people using the area based on site conditions and the surrounding area. It notes that the orientation of the façades of Building A should redirect prevailing southerly and westerly winds away from the site at higher level, and reduce its impact in and around the site. The wind would not exceed the safety threshold.

Privacy and Overlooking

Small separation distances between buildings is characteristic of the area and is consistent with a dense urban environment. The buildings that previously occupied the site were built to back of pavement and had windows close to those within adjacent blocks. External access corridors would directly face adjacent properties and any areas of glazing directly facing them would be diffuse and at a high level rather than directly facing at eye level. The upper level terrace would be screened from neighbouring residential buildings by opaque glass panels to prevent overlooking. The applicant has indicated that the use of the terrace would be restricted to avoid any possibility of disturbance to neighbours.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings have to be dealt with in an a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Second Edition BRE Guide (2011). This is not mandatory but is generally accepted as the industry standard and helps planning authorities to consider these impacts. The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. Locational circumstances should be taken into account, such as a site being within a city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 11-21 Turner Street/ 74-76 High Street, 2-4 Thomas Street, 12 Thomas Street (Jewel House) and 17 Thomas Street have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site.

Other apartments were scoped out due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for rooms where light is required, including living rooms, kitchens and bedrooms.

Daylight Impacts

The Guidelines provides methodologies for daylight assessment. The methodologies can comprise 3 tests. Only 2 of these tests Vertical Sky Component (or VSC) and Daylight Distribution (NSL) have been carried out in relation to this proposal.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. For the purposes of the sensitivity analysis, this value is a

measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The site has been partially cleared for a number of years and previously altered parts of it were last occupied by 3 to 6 storey buildings. Therefore, many of the buildings that overlook the site have received unusually high daylight levels in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

Sunlight Impacts

For Sunlight, the BRE Guide explains that tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

The methodology for setting alternative targets is set out in Appendix F of the Guide and provides a more contextual approach and reflects site specific characteristics and location.

Jewel House has habitable rooms that immediately overlook the car park, across Soap Street. In line with the recommendations in the BRE Guide, the VSC, NSL and APSH targets for Jewel House have been set using a mirror image of Jewel House. The analysis has included an internal inspection and measured survey to some rooms in Jewel House, as well as obtaining full floor plans. Reference to the VSC, NSL and APSH results for these apartments are based on the internal rooms, not the external face of the windows. This is more accurate and in line with the BRE Guide.

The other affected apartments are not *unusually close* to the site boundary, and so a mirrored baseline is potentially not the most relevant baseline assessment and therefore the baseline of the site condition in 2018, prior to demolition of 5 Back Turner Street has been used.

With the exception of one flat in Jewel House, and 3 flats in 11-21 Turner Street no potentially affected properties have been accessed. Thus where plans were not publicly available, reasonable assumptions have been made as to the internal layouts of the rooms based on the building form and architecture. This is normal practice where access to properties is not available. Floor levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the NSL assessment.

The impacts of the development within this context are set out below.

Daylight

11-21 Turner Street and 74-76 High Street

49/49(100%) of windows would be compliant with VSC and 20/20 rooms (100%) would be compliant for NSL

2-4 Thomas Street

12/12 (100%) of the windows would be compliant with the VSC target and 3/3 (100%) of rooms would be compliant for NSL.

17 Thomas Street

23/33 (70%) of windows would be compliant with VSC and 10/11 (91%) of rooms would be compliant for NSL. The windows that do not meet the targets fall only marginally short, with reductions of between 20.4%-23.7%, against the 20% reduction that the BRE says would not be noticeable. The room that does not meet the NSL target is on the first floor. It would retain a direct view of the sky to 62.3% of its area, which remains high for a city centre location.

Jewel House

6/26 (23%) of rooms have more than one window would be compliant with the VSC target and 8/26 (31%) rooms would be compliant for NSL.

Against the alternative mirror image target 14/26 (54%) of windows would be compliant with VSC and 20/26 (77%) of rooms compliant for NSL.

Looking in more detail at these results and using the mirrored baseline approach the following is noted:

Flat 106 -, all rooms will meet the daylight and sunlight targets, except for the living kitchen diner, which will fall short of the VSC daylight target. The living kitchen diner will be reduced by 26.2%. The BRE advise that a reduction of 20% would not be

perceptible to an occupier, and so there would be only a marginal noticeable reduction between the mirrored baseline, and the proposal. All rooms would have a better distribution of daylight with the proposal in place, than if a development matched the height and mass of Jewel House.

Flat 107 -all rooms meet the BRE targets. The rooms experience greater levels of daylight and sunlight with the proposal in place, than they would if it matched the height and mass of Jewel House.

Flat 108 - all rooms meet the BRE targets. The living kitchen diner experience substantially greater levels of sunlight with the proposal in place, than if the proposal matched the height and mass of Jewel House.

Flat 206 - the living kitchen diner, and two bedrooms, will not meet VSCs. All rooms will pass the NSL and APSH targets. The three rooms experience reductions between 29.5%-33% in the VSC values, which are marginally above the levels noted as being perceptible by BRE.

Flat 207 – 1 room would fall just outside of the BRE target with a reduction of 20.6% and it is considered that at such a marginal level the change would be imperceptible. All rooms in this apartment will meet the BRE targets.

Flat 305 - the living kitchen diner and two bedrooms would fall short of VSC target and, and one bedroom falls short of the NSL daylight target. Two rooms are bedrooms which are considered to have less of a requirement for daylight and sunlight within the BRE Guidance All rooms would have a better distribution of daylight with the proposal than if a development matched the height and mass of Jewel House.

Flat 306 -, the living kitchen diner and bedroom on the third floor would not meet the VSC daylight targets, and these rooms and a further bedroom on the fourth floor would not meet the NSL daylight targets. The differences in the VSC and NSL values between the mirrored baseline, and the proposal are minor, approximately 5% VSC.

Flat 307 - all rooms in this apartment will meet the BRE targets using the mirrored baseline approach.

Flat 401 - both bedrooms would meet all the BRE targets, whilst the kitchen will fall short of the VSC but meet the NSL daylight targets. The kitchen would have a better distribution of daylight with the proposal than if a development matched the height and mass of Jewel House. The bedrooms would fall short of the NSL daylight targets. The main living room to this apartment would be unaffected by the proposed development.

Sunlight Impacts

11-21 Turner Street has no windows that face within 90 degrees of due south and so not APSH analysis is required.

74-76 High Street, 2-4 Thomas Street and 17 Thomas Street all windows would be compliant for APSH.

Jewel House

Against the baseline 2018 site condition 4/8 (50%) of rooms would be compliant for APSH

Against the alternative mirror image target 8/8(100%) of rooms would be compliant for APSH.

The mirrored baseline analysis confirms that the daylight and sunlight levels are comparable to a building that matched the height and massing of Jewel House. The proposal, at the High Street side, broadly reinstates the daylight and sunlight levels that were present to the rear elevation of Jewel House when it was built, and to levels expected in the city centre with the tight urban grain of The Northern Quarter.

Overlooking

There are no rear gardens or amenity spaces, as defined by the BRE, that would be overshadowed and an additional overshadowing assessment has been undertaken.

The impact on the daylight and sunlight received by some residents of Jewel House, 11-21 Turner Street and 74-76 High Street, 2-4 Thomas Street and 17 Thomas Street are important. Overall there is a good level of compliance with the BRE Guidance in respect of the habitable spaces when assessed against the VSC targets and for Jewel House the alternative target.

However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following is important:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- This City Centre is designated for high density development;

It is considered that the above impacts are acceptable in a City Centre context.

Air Quality

An Air Quality Assessment notes that dust and particulate matter may be emitted into the atmosphere during construction but any impact would be temporary, short term and of minor significance and minimised through construction environmental

management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area, which could potentially exceed the annual nitrogen dioxide air quality objective. The principal source of air quality effects would be from vehicle movements. The proposal would result in the removal of some informal parking spaces. As no parking is included within the development it would not significantly affect air quality. A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality.

Noise and Vibration

Whilst the principle of the proposal is considered to be acceptable the impact that adjacent noise sources might have on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level. Any mitigation against noise and mitigation for externally mounted plant and ventilation should be a condition.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation. The proposal would not produce noise or vibration that would be significant although disruption could arise during construction.

The applicants and their contractors would engage with the local authority and with local communities to seek to minimise disruption. A Construction Management Plan would provide details of mitigation methods to reduce the impact on surrounding residents and a condition is required. Construction noise levels based on worst case assumptions are estimated to be of moderate temporary adverse prior to mitigation. Following mitigation and more realistic distances between the construction activities and receptors, construction noise is likely to be of minor temporary adverse effect and not significant.

TV and Radio reception

A Pre-Construction Signal Reception Impact Survey concludes that that any signal degradation to properties adjacent to the proposal and in the local area would be negligible. Satellite signal checks confirm that signals would not be affected as the satellite signals come from the opposite direction. Satellite (Sky /Freesat) are unaffected and would mitigate any impacts and could be implemented if necessary. Should there be any post construction impact a series of mitigation measures have been identified and a condition is proposed.

Conclusions in relation to CABA and English Heritage Guidance and Impacts on the Local Environment.

On balance, the applicant has demonstrated that the proposal would meet the requirements of the CABA and EH guidance as well as the Core Strategy policy on Tall Buildings and the proposal would be of an appropriate quality.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. GMP confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit have identified potential archaeological interest of local importance in relation to 18th century housing and recommend that the remains should be evaluated through trial trenching. If appropriate, a more detailed and open excavation may be required and this should be a condition.

Waste and Recycling

There would be dedicated recycling and refuse areas in the ground floor. The building management and commercial operators would move refuse bins to the collection areas on High Street. Level access would be provided between the bin store, the public highway and adjacent to the loading bay. The number of bins for each waste stream and their compliance with MCC standards have been detailed earlier in this report. Bins for each type would be clearly marked.

Flood Risk and Sustainable Urban Drainage Strategy

The site is within Flood zone 1 and is low risk of flooding from rivers, sea and ground water. It is in the Core Critical Drainage Area in the Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

The Drainage Strategy explains that surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of pre development rates. Attenuation would be managed through on site storage and flow control management. Surface water would discharge to the public combined sewer on Back Turner Street subject to agreement with United Utilities. A minimum practical restriction of 5.0 litres/second has been assumed which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

Conditions could require details of the surface water drainage and a maintenance and management plan be approved. An initial SUDS assessment demonstrates that surface water run-off can be drained in accordance with the policy principles.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. No on site habitats are of ecological value in terms of plant species and none are representative of natural or semi-natural habitats or are species-rich. There are no Priority Habitats and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 are present. The building has features suitable for roosting bats, but the likelihood of bats roosting is considered to

be low to negligible. If bats are found or suspected, it is a legal requirement that work must cease immediately until further advice has been sought from Natural England or the scheme ecologist.

The proposed street trees and the 'pocket park' tree is acceptable in principle. Due to the presence of Metrolink Infrastructure it would not be possible to secure any street tree planting on Back Turner Street. The increase in planting around the site and the green roof on the retained Warehouse and other features recommended in the Ecology Assessment (which could be a condition of any consent granted) should improve biodiversity and form corridors which enable natural migration through the site. The increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

A green roof including water storage to assist Suds management could be feasible. However, the increased weight may require an increase in the roof depth and a transfer structure. This would be investigated post planning during detailed design and agreement of final details could be a condition of any consent granted.

Contaminated Land Issues - A phase 1 Desk Study has assessed geo-environmental information concludes that the sites historical industrial use means that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would presents a low risk to future site users and construction workers. A condition would require a full site investigation and remediation measures to be agreed.

Disabled access – The design and layout has been developed with an inclusive approach to allow safe and secure access throughout the building. The design has been developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the development and the majority of the building for disabled staff and guests. Access to the office reception would be level from Shudehill. Once within reception, a clear route through the lobby space would be available to two lift cores. Two lifts serve all floors within the building and all floors would be fully accessible. A small chair lift would provide access to the 5th floor extension and its accompanying external terrace space - this is due to the slightly raised floor level in this area as a result of thermal detailing.

The ground floor retail unit in the warehouse is on a retained slab which is at a higher level than the street. A platform lift would provide access from the reception area to access this unit as the stairs to Back Turner Street would be retained to deal with the level changes across the site. The retail unit on High Street would have a level threshold.

The landscape design and modifications to the pavement and highway within Back Turner Street would improve movement and would be well lit with active frontages.

There are 5 dedicated accessible parking spaces on High Street.

Local Labour – A condition would require The Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Airport Safeguarding – There is no conflict with safeguarding criteria.

Construction Management - Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

Provided appropriate management measures are put in place the impacts on surrounding residents and the highway would be minimised.

Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all impacts associated with the construction, operation and demolition of buildings and infrastructure in order to decarbonise the built environment value chain. The proposal would contribute to sustainable design and construction through the following measures:

A Material selection – Energy and carbon reduction Strategy sets out an approach to embrace measures using the philosophy of Wrap (Waste & Resources Action Programme) which would design out waste following principles to reduce waste:

Design for Reuse and Recovery; Design for Off Site Construction; Design for Materials Optimisation; Design for Waste Efficient Procurement; and Design for Deconstruction and Flexibility. This has informed consideration of: Use of the site and design considerations; what materials are to be used on the project; How can off-site techniques be used;

Some of the key benefits in terms of CO2 emissions and embodied carbon associated with the proposal would be derived from the application of those principle and considerations are as follows:

Demolition: recycling materials used to backfill site and reduce backfill brought from other sites reducing embodied carbon within the building structure and emissions resulting from transportation of materials;

Use of concrete frame: the thermal mass from exposed concrete columns and soffits would assist in building cooling. The exposed concrete aesthetic will reduce material use in terms of the use of wall linings, plasterboard and ceiling materials.

Retention of Building B: inherently contributes to reducing CO2 emissions related to construction through reductions in emissions from transport of materials to site, waste and the embodied carbon within new building materials;

Use of lightweight roofs to upper levels of Buildings B and C: load is taken off the structure and foundations meaning less supporting structure is required. This would result in reductions in emissions from transport of materials to site, waste and the embodied carbon within new building materials;

Use of Unitised pre-fabricated curtain walling to Block A: Off site construction would contribute to reducing CO2 emissions related to construction through

reductions in emissions from transport of materials to site and waste associated with on site assembly of building components;

Use of Local Materials: Majority of supply chain would be locally based and emissions from transport of materials.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

The green roof, public realm should improve biodiversity and enhance wildlife habitats. The provision of bat boxes and bricks, bird boxes and planting would be investigated through planning conditions.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013. The development would exceed both of these targets.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. There would be no on site car parking and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 54 cycle spaces.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall subject to compliance with the above conditions it is considered that the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

The recent and forecast employment and population forecasts make an important contribution to the local economy with potential to support 589 FTE jobs, generating a GVA contribution of £35.2m each year;

- Promote regeneration in other areas;
- Not cause harm to the natural environment and would reduce carbon emissions through the building design;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Widening of Back Turner Street Street will increase visibility and increase the attractiveness of the route for pedestrians;
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species;
- Maximise recruitment of local residents in construction and related jobs through engagement with Manchester City Council's Work and Skills Team; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

Metrolink Comments – A preliminary Glare Study has identified that there could be solar glare impacts at certain times of day on trams travelling both north and south. However these impacts can be mitigated for through the design of the façade. Whilst the final details of this would need to be dealt with through a condition. It would appear that glazing specification would address this.

The carriageway of Back Turner Street would be narrowed to create a wider footpath on its southern side creating more space for pedestrians as a through-route. Conditions could be attached about building fixings and the impact of tram noise.

Response to Objectors comments

The majority of objector's comments have been dealt with within the Report however the following is also noted:

1309 Notification letters have been issued to occupiers of nearby properties which included residents of the Smithfield Estate and Old Fish Market.

The lower levels of the building would be cleaned by a reach and wash solution. The upper would be accessed via a Mobile Elevating Work Platform (MEWP).

Areas of hard landscaping would be provided at grade level where access for cleaning and maintenance is required.

The middle and upper floors of building A would be cleaned and maintained via a cradle system mounted on the roof. Cradle restraints would be fitted to ensure the building is protected at all times.

The most hard to reach area is on the north elevation above the party wall with the neighbouring building. The building envelope sits back from the boundary with the adjoining property to allow the cradle to reach all floors without oversailing. Access to uppermost plant areas would be restricted to authorised personnel only and would be maintained through the building management.

CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating buildings of the scale and massing proposed whilst avoiding any substantial harm to the setting of adjacent listed buildings or the character of the Smithfield (including the setting of the retained warehouse building) and adjacent Shudehill Conservation Area.

The development would deliver a high quality building and regenerate a poor quality site and would respond well to its context. The site could accommodate a building of the scale and massing proposed without harming the character of the Smithfield Conservation Area or the setting of adjacent listed buildings. The street-frontages to Shudehill and Back Turner Street would be re-vitalised and retain street-edge enclosure, while also complementing the vertical rhythms, established scale and visual texture of the individual streets.

The street-frontages would respond to the historic form of development. The scheme would add activity and vitality and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The development would inevitably impact on amenity and affect sunlight, daylight, overshadowing and privacy in adjacent properties. It is considered that that these impacts have been tested and perform, given the historic City Centre context to an acceptable level against the BRE guidelines.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the Report and would be sought jointly and simultaneously. The site does not currently deliver fully in respect to any of these objectives and has not done for some time.

The NPPF requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. Paragraph 197 requires that applications which directly affect a non designated heritage assets a

balanced judgement should consider the scale of harm or loss and the significance of the heritage asset. The loss of 30-32 Shudehill and 1-3 Nicolas Croft would cause less than substantial harm but this is justified by the public benefits derived from the wider development of the site. These benefits will endure for the wider community and not just for private individuals or corporations.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the 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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) 05593 MP 00 0001(Planning Application Red Line Boundary Rev A), 05593 MP 000002 (Proposed Site Plan Rev A), 05593 MP 000200 Proposed Site Plan (Colour) Rev A and 05593 MP 00 0003 Existing Topographical Plan Rev A:

(b)05593 B1 02 2100 (Demolition Plan Rev A);

(c) 05593 MP 00 0200 (Proposed Ground Floor Site Plan Rev A), 05593 B1 02 2000 (Existing Plan Rev A), 05593 B1 02 2199 Proposed Plan (Basement Level Rev A), 05593 B1 02 2200 Proposed Plan (Ground Floor Level Rev A), 05593 B1 02 2201 (Proposed Plan - First Floor Level Rev A), 05593 B1 02 2202 (Proposed Plan - Second Floor Level Rev A), 05593 B1 02 2203 Proposed Plan (Third Floor Level Rev A), 05593 B1 02 2204 Proposed Plan (Fourth Floor Level Rev A), 05593 B1 02 2205 Proposed Plan (Fifth Floor Level Rev B), 05593 B1 02 2206 (Proposed Plan Sixth Floor Level Rev B), 05593 B1 02 2207 (Proposed Plan - Seventh Floor Level Rev A), 05593 B1 02 2208 (Proposed Plan - Eighth Floor Level Rev A), 05593 B1 02 2209 (Proposed Plan - Ninth Floor Level Rev A), 05593 B1 02 2210 (Proposed Plan - Tenth Floor Level Rev A), 05593 B1 02 2211 (Proposed Plan - Eleventh Floor Level Rev A), 05593 B1 02 2212 (Proposed Plan - Twelfth Floor Level Rev A), 05593 B1 02 2213 (Proposed Plan - Thirteenth Floor Level Rev A), 05593 B1 02 2214 (Proposed Plan - Fourteenth Floor Level Rev A), 05593 B1 02 2215 (Proposed Plan - Fifteenth Floor Level Rev A), 05593 B1 02 2216 (Proposed Plan - Sixteenth Floor Level Rev A), 05593B1 02 2217 (Proposed Plan - Roof Plan Rev A) , 05593 B1 04 2000 (Elevation A - Existing and Demolition Rev A) and 05593 B1 04 2001 (Elevation B & C - Existing and Demolition Rev B), 5593 B1 04 2002 (Elevation D - Existing and Demolition Rev A), 05593 B1 04 2200 (Elevation A - Proposed Rev B), 05593 B1 04 2201 (Elevation B & C - Proposed Rev A), 05593 B1 04 2202 (Elevation D - Proposed Rev A) and 05593 B1 04 2203 (Elevation E - Proposed Rev B);

(d) 05593 B1 05 2200 (Proposed Section A-A Rev B), 05593 B1 05 2201(Proposed Section B-B Rev A) and 05593 B1 05 2202 (Proposed Section C-C Rev B);

(e) 05593 B1 10 4200 (Typical Bay Study A Rev B) and 05593 B1 10 4201 (Typical Bay Study B Rev A);

(f) Dwgs RF-17-394-LO4 Rev P08 and LO6 Rev P04;

(g) Euan Kellie Property Solutions e-mail in relation to fume extraction from the commercial units dated 27-03-19;

(h) Waste Management Strategy (Offices) as set out in section 6.2 of Jon Matthews Architects Design and Access Statement;

(i) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Assessment VERSION A: 25.03.20;

(j) Jon Matthews Architects Area Schedule section 3.2 of Jon Matthews Architects Design and Access Statement;

(k) Access and Maintenance arrangements as set out in section 6.4 of Jon Matthews Architects Design and Access Statement;

(l) Domis : Energy and carbon reduction Revision: 1 26th March 2020;

(m) Recommendations within Back Turner Street, Manchester Flood Risk Assessment Report, Project No: 1709-07, February 2020
Rev: 03 by Renaissance;

(n) Recommendations / Measures set out within SALBOY, BACK TURNER STREET, MANCHESTER AIR QUALITY ASSESSMENT
MARCH 2020 by Wardell Armstrong;

(o) Recommendations within Back Turner Street, Phase 1 Site Investigation Report, Desk Study Assessment Report, Project No: 1709-07, February 2020 Rev 03;

(p) Domus Construction Management Plan Project: Back Turner Street Date: March 2020 Revision: 1 (MCC Environmental Health requirements only)

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used on all external elevations drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements for the residential accommodation, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

5) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered Dwgs RF-17-394-LO4 Rev P08 and LO6 Rev P04; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of the materials, including natural stone or other high quality materials to be used for the public realm and for the areas between the front of pavement and the line of the proposed building on Back Turner Street, Shudehill, High Street and Soap Street;

(b) Final details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of Bat bricks and/or tubes, green/brown roof, green walls, bird boxes and appropriate planting;

(c) A final strategy for the planting of street trees within the pavements and public realm on High Street, Back Turner Street and Shudehill including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance;

(d) A feasibility study and details of the Green / Blue Roof; and

(e) Opening hours for the communal roof terraces;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

6) Prior to commencement of any below ground works development further investigations as set out within the recommendations section of the Back Turner Street, Phase 1 Site Investigation Report, Desk Study Assessment Report, Project No: 1709-07, February 2020 Rev 03 shall be carried out and the results submitted for the approval of the City Council as Local Planning Authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

7) Notwithstanding the details approved in conditions 2 (p) above Prior to the commencement of the development a final detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority to include consultation with MCC Highways and TFGM (Metrolink) which for the avoidance of doubt should include;

- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;
- * construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- * Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
- *The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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

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

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

1. A phased programme and methodology of investigation and recording to include:
 - historic building survey and recording (Historic England level 1)
 - archaeological intra-demolition watching brief
 - archaeological evaluation through trial trenching
 - dependent on the above, targeted open area excavation and recording (subject to a separate WSI)
2. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.

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

Reason: In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

9) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 25-03-20. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

10) Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following items in respect of 1-3 Back Turner Street unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Detailed schedule of all external repairs and specification for all of the repair works to the external elevations (including specification for mortar and stone repair / replacement)

(b)A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, communal tv/satellite connections and aerials CCTV cameras (and associated cabling and equipment);

(c) Cleaning of external elevations;

(d) Details of any removals, repair or refurbishment of original doors and windows (Such works should not include for the removal or replacement of any original windows unless otherwise approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works, including a structural survey, details of why repair and refurbishment of such windows is not viable and provide details, including materials and cross sections, for any proposed replacement windows)

(e) Any proposed structural works;

(f) Details of making good parts of the building that are to be the subject of removals and / or demolition; and

(g) Refurbishment of escape stair to Soap Street.

All of the above shall be implemented in accordance with the approved details before the development is first occupied: and

Reason - In the interests of visual amenity and because careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC18.1 of the Unitary Development Plan for the City of Manchester.

11) Notwithstanding the details within condition 2 (m) no below ground works shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

- * Details of how the use of green SuDS in design has been maximised including within the public realm;

- *Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

- *Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;

- *Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- *Construction details of flow control and SuDS attenuation elements.

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

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

13) Prior to the first occupation of the development hereby approved , a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (a) Footway widening and kerb realignment: Widening of the footway on Back Turner Street;
- (b) Vehicular crossovers reinstatement/new and resurface footways adjacent to the building line(in York Stone or another similar high quality material) around the perimeter of the site on the Back Turner Street, High Sreet, Shudehill and Soap Street (where the use of an alternative material can be considered due to it not being a principle route); and
- (b) Final details of the location of any street trees to ensure that there is no conflict with planned cycle infrastructure.

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

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

14) The development hereby approved shall be carried out in accordance with the Novo Energy, Environmental Standards Statement and Ventilation Statement Ref: P712-ES-001 Rev D.

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the

principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the office accommodation; and
- (b) each commercial unit;

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) Before the development commences a scheme for acoustically insulating and mechanically ventilating the office accommodation against noise from adjacent roads and the adjacent tram and the commercial units below shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

17) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

18) Before development commences details of the mitigation measures that will provide suitable mitigation for the potential impact of glare as identified within the Glare Mitigation Note by JMA received on 09-06-20 along with a timetable for the implementation of those measures as part of the development shall be submitted and agreed in writing by the City Council as Local Planning Authority in consultation with Metrolink.

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).

19) 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).

20) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each units has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

21) Final details of the method of extraction of any fumes, vapours and odours from (a) the apartments ; and (b) each of the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

22) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

23) Before any use hereby approved commences, within each of the ground floor units details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

24) Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

25) The development hereby approved shall be carried out in accordance with the Back Turner Street, Office Development, Interim Travel Plan
Curtins Ref: 74771-CUR-00-XX-RP-TP-002 Revision: V03, Issue Date: 27 March 2020 by Curtins. In this condition a travel plan means a document that includes the following:

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

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

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

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

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

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

28) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

29) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

30) Prior to occupation of the development a servicing strategy for the building which includes details of how servicing access will be maintained to adjacent buildings, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

Servicing shall be carried out in accordance with the approved management plan.

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

31) No development shall take place unless and until a scheme for the provision of overhead line building fixings to replace the existing overhead line fixing has been submitted to, and approved in writing by Manchester City Council as Local Planning Authority.

Reason - In order to contribute toward the reduction of street clutter and improve visual amenity by reducing the number of overhead line poles directly adjacent to buildings, pursuant to Core Strategy policies DM1 and SP1.

32) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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

33) 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

34) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

35) In the event that any of the commercial units, as indicated on drawing 05593_B1_02_2200 REV 1 are occupied as an A3 or A4 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

These details are as follows:

Management of patrons and control of external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

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

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

36) Notwithstanding the TV reception survey prepared by Asbury dated August 2017, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy

37) The window(s) at ground level, fronting onto shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

38) 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

39) The commercial units as shown on drawing 05593_B1_02_2200 REV 1 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.

40) The commercial units, as indicated on drawing 05593 B1 02 2200 Proposed Plan (Ground Floor Level Rev A) can be occupied as Class A1 (Shop - with the exception of food retail), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) and D2 (gym and cinema). The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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

41) Prior to the first use of each of the commercial units as indicated on 05593_B1_02_2200 REV 1 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).

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: 126638/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Work & Skills Team
Highway Services**

**Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
Civil Aviation Authority
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	a.leckie@manchester.gov.uk

