

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
135834/FO/2022	17 Jan 2023	1 June 2023	Deansgate Ward

**Proposal** Creation of a mixed use development comprising two separate components in the form of an office building of up to 19 storeys with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis), and, a residential building up to 45 storeys (Use Class C3a) with additional roof top plant, basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highway alterations and other associated works following demolition of the existing building complex

**Location** Albert Bridge House, Bridge Street, Manchester, M3 5AH

**Applicant** Oval Real Estate Ltd

**Agent** Steve Sanders, Oval Real Estate Ltd

## **EXECUTIVE SUMMARY**

The proposal is for planning permission for the creation of a mixed use development comprising a 19 storey Grade A office building with ground floor commercial offer together with a 45 storey residential building. There would be improvements to place making with new areas of public realm created including improved pedestrian access along the River Irwell. Car and cycle parking would be provided together with modifications to the highway.

Seven objections and one neutral comment have been received.

## **Key Issues**

**Principle of the proposal and the schemes contribution to regeneration** The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This brownfield site currently contains a large building and car parking representing an example of post war architecture and planning. However, the buildings sits awkwardly on the site and together with car parking fails to contrite positively to the ongoing regeneration and place making in the area.

The proposal would create 50,850 sqm of Grade A office accommodation together with 367 new homes within two building. The residential building would be 45 storeys and the office 19. The homes and office accommodation would be close to public transport, walking and cycle routes. A modest amount of car parking would be created at the site including disabled parking and all of the spaces would be fitted with an electric car charging point. There would be 100% cycle provision, enhanced public realm and linkage including new pedestrian access to the River Irwell in the form of a 'River Walk'.

**Economic** 1,970 direct jobs, and 280 in the supply chain, would be created during construction. These equate to £24.5 million across the 3.5 years of construction. There would be 134 jobs created in the commercial/retail spaces when the development becomes operational representing £139 million per annum in GVA. There is also expected to be revenue generated through business rates.

The development would also see 895 new residents at the site who would spend locally. The average household expenditure is expected to be £9.7 per annum. Council Tax revenue from the 367 new homes is expected to be £2.8 m per annum.

**Social** A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. New public realm would improve connectivity and provide a pedestrian friendly environment in this part of the city centre.

**Environmental** This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water run off including a blue and green roof to the residential podium. The height, scale and appearance of the new buildings would respect the setting of listed buildings and conservation areas. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

**Impact on the historic environment** The development would overall have a positive impact on the city scape. However, there are some localised impacts on nearby listed buildings and conservation areas which is considered in detail in this report. The impact amounts of a low level of less than substantial harm to the significance of the heritage assets identified. In all cases the assets remain legible and understood in their context. The harm identified is sufficiently outweighed by the significant regeneration benefits of this scheme.

**Impact on local residents and local businesses** The impact on daylight/sunlight, glare and overlooking are considered to be acceptable. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial units would meet relevant standards.

A full report is attached below for Members consideration.

## **Description**

This 0.89 hectare site is bounded by the River Irwell, Bridge Street, St Mary's Parsonage and Trinity Bridge. It is in the St Mary's Parsonage Strategic Regeneration Framework Area. It is occupied by Albert Bridge House which was constructed in the 1950s, two surface car parks and Albert bridge Gardens.

Albert Bridge House is an 18 storey office building, flanked by a 6 and 13 storey office building, with a single storey building fronting the River Irwell. The complex has been vacant since October 2022 and was previously occupied by HMRC.

A 65 space pay and display car park, owned by the City Council, is accessed by Bridge Street. A 72 space private car park is accessed from St Mary's Parsonage and is barrier controlled.



### ***Existing site layout***

Albert Bridge Gardens is located in the north western corner of the site. There is currently limited access to the river corridor through the site. There are 3 trees at the site protected by a Tree Preservation Order (TPO), located to the south west of the site within the Bridge Street Car Park.

This is a highly sustainable location. Salford Central Station is west of the site. Manchester Victoria Station and the Metrolink stop at Exchange Square are a 10 minute walk. There are bus stops including the Free Bus on Bridge Street.

The majority of the site is in Flood Zone 1 and a critical drainage area. The northern boundary is in Flood Zone 3 due to the proximity of the River Irwell. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Giant Hogweed is present.

The site is not in a conservation area, the Parsonage Gardens and Deansgate/Peter Street conservation areas are located close to the site.

## The Proposal

The proposal consists of four main elements:

- Demolition of the Albert Bridge House office complex;
- Erection of a Grade A office building;
- Erection of part 34, 40 and 45 storey residential building; and
- Public realm works.

The office building would be located in the eastern part of the site, triangular in shape, 19 storeys in height and would form 50,850 sqm of Grade A office space. The building would front onto the River and provide an active waterfront. Commercial uses would occupy the ground floor and utilise the public realm. A full height atrium space would be provided.

The ground floor of the office building has been divided by a double height public passageway providing connections from the public realm to the surrounding streets including Trinity Bridge. Two main entrances to the office accommodation are located to the centre and west side of the passage. The office floor plates would be flexible and there are accessible terraces available on all levels. Plant is provided on the roof with a further accessible terrace.

The exterior of the office would be a combination of corrugated perforated anodised aluminium and oxidised copper screens and full height glazing providing variation across each double height bay which are separated by back painted glass spandrels.

The residential building would be located at western part of the site and comprise three hexagonal towers ranging from 34, 40 and 45 storeys. 367 homes would be provided the majority of which would be dual aspect. There would be ground floor commercial uses which would maximise the activity to the public realm. A double height entrance is provided on Bridge Street. Bin storage would be on the ground floor.

A first floor cycle store is accessed via a bike ramp and cycle lifts and includes space for bike cleaning and repairing.

There would be 10 apartments per floor with 3 one bed (2 person), 1 two bed (3 person), 5 two bed (4 person) and 1 three 3 bed (4 person), all space standard compliant. 70% of the homes would be dual aspect and 10% would be adaptable. The building would have 3 communal amenity areas, at levels 11, 22 and 34. All apartments would have private winter gardens or terraces.

The façade of the residential building would have a rusty tone which lightens towards the top of the building. Polished and ribbed concrete, anodised aluminium and glazing are the main materials.

A conjoined basement would serve each building separately. This will contain cycle and car parking and associated facilities such as plant. Access would be from Bridge Street. This basement access would be used for deliveries.

368 cycle spaces are proposed for the residential element with 343 for the commercial. 50 are provided in the public realm. There would be 4 accessible car parking spaces for the residential element and 3 car club spaces. 1 space would be designated for deliveries. The office would have 8 accessible spaces, 6 car club spaces and 2 spaces for deliveries.

The public realm works consist of four areas: Albert Bridge Square, River Walk, Building Interface and Motor Square Connection.

*Albert Bridge Square* would be a central space, animated by ground floor commercial uses. It would include hard landscaping and tree planting, including the TPO trees. The Portland Stone cladding of Albert Bridge House would be used as paving.

*River Walk* would be a new linear route linking the western corner of the site to Trinity Bridge. The western portion of the route would be remodelled to create a slope down to the embankment wall of the river. The slope would be planted with wildflowers to form a meadow and habitats for wildlife. Adjacent to the slope would be a raised walkway including two viewing platforms. A dining terrace would be located at the eastern end of the River Walk.

*Building Interfaces* there would be spill out spaces for the ground floor commercial uses, which would be defined by seating steps, tree planting and stairs.

*Motor Square Connection* would be an unobstructed access to the office building to the south. Formal planting is proposed on St Marys Parsonage. A connection is proposed to Trinity Square.



## ***Aerial view of the proposed development***

### **The Planning Submission**

This planning and Listed Building applications have been supported by the following information:

- Design and Access statement (including Landscaping);
- Accommodation Schedule;
- Planning and Tall Building Statement;
- Statement of Consultation;
- Archaeological Desk-Based Assessment;
- Biodiversity Net Gain Assessment and Biodiversity Enhancement Management Plan;
- Tree Report;
- Air Quality Assessment;
- Broadband Assessment;
- Crime Impact Assessment;
- Preliminary Ecological Appraisal;
- Energy Strategy;
- Environmental Standards Statement;
- BREEAM new construction 2018 Pre Assessment Report;
- Fire Statement;
- Flood Risk Assessment;
- Drainage Strategy Report;
- Green and Blue Infrastructure Statement;
- Phase I Desk Study Report;
- Heritage Statement;
- Local Labour Agreement;
- Residential and Operational Management Strategy;
- Environmental Noise Survey;
- TV reception Survey;
- Technical Aerodrome Safety Assessment;
- Interim Travel Plan;
- Transport Statement;
- Ventilation Strategy;
- Viability Assessment; and
- Waste Management Strategy.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Noise and Vibration;
- Townscape and Visual;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Socioeconomic and Human Health; and
- Climate Change.

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

## **Consultations**

**Publicity** The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings, conservation areas and being EIA development. A Site notice was displayed and a notice placed in the local press. Notification letters have been sent to an extensive area of residents and businesses. 7 objections have been received, summarised as follows:

- The building would over shadow the buildings on the street and reduce direct sunlight;
- The proposal would cause more traffic congestion which would grid lock the street resulting pollution levels going up;
- There is no need for more office space when office blocks are currently empty;
- There are already existing problems associated with the impact of commercial uses playing loud music and people shouting. This development is closer than the existing commercial uses;
- The proposal should not include outside spaces for bars due to the close proximity to residential buildings across the river. Bars and restaurants should be concentrated in the centre of the development;
- The proposal would remove the public car park which contains Blue Badge parking in the area. This is the nearest car park to the museum, and provides the only free car parking for Blue Badge holders in the area. There is no alternative as easily accessible carpark or blue badge parking in the area. this should be assessed though an equality impact statement;
- This proposal would impact out visitors to the area and local museums particularly if there are further changes to the highways around the museum. The recently installed Bus Gate on Bridge St has caused additional difficulties for groups and people who need to arrive by car to access the museum.
- There is no drop off area around the museum any more. It is not clear if the free bus route would be further affected/reduced.
- It is not clear if the proposed works would overlap with the existing closure of Salford Central station which has again drastically reduced public transport to the area.
- The proposal to include food outlets will increase competition for onsite cafe at a time of cost of living crisis. There are multiple empty food & leisure units in Spinningfields already;
- Development activity in this part of the city centre has already effected people congestion lack of sunlight, traffic and open space already.
- The construction of high rise development may be appealing but the enjoyment of this city, and the experience of the individual that lives here will suffer;
- This proposal blocks views of the sky, blocks sunlight as demonstrated by the 'Transient Overshadowing Assessment';
- There are no facilities or open spaces associated with this development;
- It is not clear why this site should have a landmark building on it. Bridge Street is not a gateway into Manchester;



- The office block appears to have more inbuilt outside space than the residential block;
- The development would detract from view up the river from Albert Bridge towards Manchester Cathedral and Chetham College;
- The proposed colours are too busy for the size of the building;
- The proposal would devalue other developments in the area due to the loss of view;
- The impact of sound and noise from terraces should be restricted to minimise the impact on the surrounding area;
- Vehicle and pedestrian access should not be restricted by roads/pavement narrowing or removal to allow hoarding around the building site when the development is under construction. There must be no pollution of the river during construction;
- Bridge Street does not have a cycle lane and the suggested cycle routes are on roads running outside existing residential blocks e.g. along St Mary's Parsonage and along Leftbank. The encouraging use of cycling should not be a supporting proposal for this development.
- Access to the river is welcome. Along with the retention of mature trees. The wildlife on the river has increased over the years and this development must not detract from this. There should be a clear maintenance strategy for the site;
- The proposal would cast a shadow over Clermont-Ferrand Square which is a popular public space;
- Parsonage Gardens is a much valued green and tranquil space in the city centre and there is a need to protect the sunlight on the gardens that is much enjoyed by local workers, residents and visitors to the city.

One neutral comment has been received as follows:

- At 45 storeys this is over double the height of the current building. This would block the view and sunlight from hitting the buildings on the Salford side of the river. The buildings in the surrounding area are around 20 storeys;
- This building does not fit into the current feel of the place;
- The proposal would accommodate a large number of people but there is no provision for children or dog walking. There are no children's facilities (parts etc) in the area as it stands and this proposal would make the problem worse. Without providing such facilities, the development would only attract young professionals and would not be accessible for families;

Highway Services advise that the final details of the basement car park access (including signals) should be agreed by planning condition. The arrangement is acceptable in principle with the cars entering the site safely from Bridge Street and no overspill on the footway.

The final details of the loading bay on St Mary's Parsonage should be agreed. A loading bay is proposed on Bridge St for the residential building. A commuted sum has been agreed for highway improvement works along Bridge Street to ensure that the operation of the loading is acceptable.

A travel plan and construction management should be agreed by planning condition.



**Environmental Health** a construction management plan is agreed. The residential accommodation should be acoustically treated including overheating. The commercial accommodation should be acoustically insulated to prevent noise outbreak. The opening hours should be agreed and control of the outside seating. Details of the plant should be agreed. The waste detail for the commercial and residential are acceptable with final details to be agreed. The air quality report is acceptable with details of air filters to be agreed together with dust suppression measures during construction. All of the car parking spaces would be fitted with an EV charging point. There would be no gas boilers in the scheme. The remediation strategy for the ground conditions should be agreed.

**Works and Skills Team** recommend a condition requiring a local labour scheme.

**Flood Risk Management** details of a surface water drainage scheme should be submitted for approval with a flood evacuation plan, management regime and verification report.

**Greater Manchester Ecology Unity (GMEU)** advise that the building and trees have negligible potential to support bat roostings. Given the scale of the buildings, a minimum of one dusk survey at an optimal time should be submitted prior to demolition. Illumination of the river corridor should be avoided to minimise the impact on bats and the lighting strategy should be agreed by condition. Otters are now present in the River Irwell but are unlikely to be affected. Vegetation should not be removed during bird nesting season. There is giant hogweed along the River boundary and would also be high risk for Japanese knotweed and Himalayan balsam. A condition should agree a method statement for the management of invasive species.

There are likely to be significant risks during demolition and construction on the River. A management plan should be agreed to minimise the impact of debris, dust, silt and sediment entering the river.

The site is primarily hard standing and buildings with the retained trees being the main features of ecological value. The landscaping would increase the number of trees on site and include other soft landscaping. A net gain assessment indicates a significant gain in percentage terms. There would be a bird and bat box strategy.

**Environment Agency (EA)** the development should be carried out in accordance with the Flood Risk Assessment. There is contamination at the site as a result of previous industrial activities. Controlled waters are potentially at risk including the underlying principal aquifer associated with the underlying solid sandstone bedrock and the River Irwell. The site is in a sensitive environmental setting with respect to controlled waters. Conditions regarding ground conditions and piling should be imposed to minimise the impact on the controlled waters. An environmental impact management and Giant Hogweed plan should minimise the impact on the River Irwell and invasive species.

**Historic England (HE)** have no comments.

**Twentieth Century Society** object as the proposal involves the total loss of the building complex, which they consider to be a non-designated heritage asset. The loss of the buildings would constitute substantial and unjustified harm in architectural heritage and environmental terms. The application does not provide adequate justification for this harm without exploring possibilities for its retention and retrofit.

**Greater Manchester Archaeology Advisory Service (GMASS)** the site is adjacent to medieval gardens and had been largely developed by the late 18th century with buildings concentrated along the bank of the river. These comprised industrial, commercial, domestic properties and a riding school. In 1817, part of the site was redeveloped as Manchester's first municipal gas works, considered to have been the world's first public gasworks; this was cleared in the late 19th century and a police station erected. Other 18th- and 19th-century buildings occupying the area were cleared during the 20th century and Albert Bridge House was erected in 1962.

There could be below-ground remains of 18th- and 19th-century buildings, including Albert Mill, a landing stage and elements of the early gas works which, in view of their potential archaeological interest, warrant further investigation prior to development. These investigations should be required by planning condition.

**Design for Security at Greater Manchester Police** the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

**Health and Safety Executive (Planning Gateway One)** advise that clarification is required to understand the means of escape via the second staircase.

**Aerodrome Safeguarding** advise that they have no objections to the proposal subject to an informative in respect of cranes.

**Water Safety Partnership** no comments received

**Salford City Council** no comments received

## **Policy**

### **The Development Plan**

The Development Plan consists of The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document in Manchester's Local Development Framework and sets out the long-term strategic planning policies for Manchester's future development.

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

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

### **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

**SO1. Spatial Principles** – The proposal would deliver high quality homes, workspaces, commercial and community spaces in a highly sustainable location in the heart of the city centre in a strategic regeneration area.

**SO2. Economy** – High quality homes in this sustainable location would support economic growth and new commercial and community spaces would support job creation. The construction would create local job opportunities.

**SO6. Environment** – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and 100% cycle provision. On site parking would be reduced.

**Policy SP1 ‘Spatial Principles** – This high quality development and new public realm would improve visual amenity and would contribute positively to the street scene, enhance the area and open up access to the River Irwell.

**Policy EC1 ‘Employment and Economic Growth in Manchester’** – The proposal would provide 50,850 sqm of grade A office accommodation with commercial uses. This would support economic growth and productivity in a highly accessible location in buildings that are highly sustainable.

**Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal** – The proposal would provide homes and office accommodation close to all forms of sustainable transport.

**Policy CC9 Design and Heritage** – The proposal provides high quality buildings and enhanced public realm close to heritage assets.

**Policy CC10 A Place for Everyone** – The proposal would complement the ongoing regeneration of this part of the city centre. Level circulation space is provided within the public realm and all new accommodation has lift access. Accessible parking would be provided.

**Policy T1 ‘Sustainable Transport’** – There is access to all public transport modes including tram, rail and bus routes. The site is close to city centre amenities and those which would be created at the site.

**Policy T2 ‘Accessible areas of opportunity and needs’** - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

**Policy H1 ‘Overall Housing Provision’** – This is a high-density development on a previously developed site in a highly sustainable location. The accommodation would provide 1, 2 and 3 bedroom accommodation. Amenity spaces, cycle and waste management would ensure this is a sustainable and high quality development.

**Policy H2 ‘Strategic Housing Location’** – The proposal would develop a brownfield site in the city centre and deliver good quality accommodation in a highly sustainable area. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage.

**Policy H8 ‘Affordable Housing’** – The proposal would not provide any affordable housing due to viability constraints. This has been independently tested. The viability would be re-tested at an agreed date in the future to determine if the viability has improved and a contribution can be sought.

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

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

**EN4 ‘Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development’** – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed. The fabric would be energy efficient and minimise energy demands.

**Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure** The development has a robust energy strategy.

**Policy EN6 ‘Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies’** - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

**Policy EN9 ‘Green Infrastructure’** –The soft landscaping and 32 trees would enhance biodiversity and improve green infrastructure. The proposal would also retain the 3 TPO trees.

**Policy EN14 ‘Flood Risk’**- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised. The requirements for sites in flood zone 3 have been satisfied and the development would be built in accordance with the Flood Risk Assessment.

**Policy EN15, ‘Biodiversity and Geological Conservation’** – The site has low potential for bats and the impact on birds can be mitigated. There is evidence of invasive species which have to be controlled and managed. Improvements are proposed which would improve biodiversity of the site.

**Policy EN16 ‘Air Quality’** Construction activities would be carefully controlled to minimise impact on air quality. There would be a significant reduction in on site car parking. All new parking would be fitted with an electric car charging point. Other

measures to minimise the impact of the operations include a travel plan and 100% cycle provision. Air quality would not be worsened subject to mitigation.

**Policy EN17 'Water Quality'** - Water saving measures would minimise surface water runoff. Historic uses means that below ground contamination could impact on ground water. Remediation measures are required to minimise risk to below ground water quality.

**Policy EN18, 'Contaminated Land'** – Ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

**EN19 'Waste'** – The waste management strategy incorporates recycling principles.

**Policy DM1 'Development Management'** - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

**PA1 'Developer Contributions'** states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure a mechanism to review the viability at an appropriate date in the future in order to determine if there has been a change in market conditions to enable a contribution towards affordable housing in the City as required by policy H8.

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

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

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

**Saved Policy DC7 'New Housing Developments'** – The proposal represents a high quality accessible development.

**Saved policy DC18 'Conservation Areas'** - The impact on the nearby conservation areas is considered in detail in the report.

**Saved policy DC19 'Listed Buildings'** – The impact on the listed building is considered in detail in the report.

**Saved policy DC20 Archaeology** states the Council will give careful consideration to development proposals which sites of archaeological interests to ensure their preservation in place. This is discussed in detail below.

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

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

### **Other material policy considerations**

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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

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

### **Manchester Residential Quality Guidance (2016)**

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

### **Manchester Green and Blue Infrastructure Strategy 2015**

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

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

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.



Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

### **City Centre Strategic Plan 2015-2018 (March 2016)**

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

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

### **Manchester Strategy (January 2016)**

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

### **St Mary's Parsonage Strategic Regeneration Framework (SRF) (2020)**

The SRF sets out the vision to support St Mary's Parsonage as a clearly definable and cohesive city centre neighbourhood.

The application site is located in the 'Albert Bridge Zone' which is characterised by large scale outdated commercial buildings that are bordered by Bridge Street, St Mary's Parsonage and the River Irwell. A car park is provided, although there is relatively little vehicular activity within the Zone.

The SRF goes on to state that the periphery of the Zone, particularly Bridge Street, is characterised by active retail uses and vehicular activity, reflecting the fact that this corridor is an important link between Salford Central and the City Centre. St Mary's

Parsonage does not experience the same levels of traffic as Bridge Street, but it is nonetheless characterised by private vehicles.

There is an area of greenery that marks the entry into the area from the south-west, which includes low quality trees planted around the street edge of Albert Bridge House and along the street adjacent to the Civil Justice Centre and Crown Court.

The pedestrian footbridge on the western edge of the Zone, provides a key pedestrian route over the River Irwell, connecting Manchester and Salford. The footbridge provides a connection into the centre of Albert Bridge Zone, although its visible presence and associated wayfinding is limited.

Mid-to-late 20th Century developments in this Zone, including, Alberton House and Cardinal House which reflect a standardised use of brick in their design and construction. Albert Bridge House is a substantial development, which uses Portland Stone to provide a contextual design response to the earlier 20th Century neighbouring buildings, such as Manchester Hall and the Crown Court.

The SRF is clear that the internal configuration of Albert Bridge House is restricted and is unable to meet the future needs of commercial occupiers in its current form. Albert Bridge House is also poorly configured at ground level and does not make a positive contribution to permeability and pedestrian connections through the area.

The SRF goes on to identify Albert Bridge House as a site for new development provided this carefully considers the impact on the surrounding historic environment, improve connectivity and contributes positively to place making objectives.

A hotel and/or commercial use of the site is proposed within the SRF, however, this has been replaced by the residential building within this scheme on the basis that it allows a better opportunity for place making and links across the site to be achieved.

### **National Planning Policy Framework (2021)**

The revised NPPF re-issued in February 2021. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).*

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

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60).*

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or

significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site and listed buildings in a key regeneration area for 367 new homes. A mixture of 1-, 2- and 3-bedroom accommodation would be provided catering for all family sizes and needs. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, together with restoring the listed building, the scheme could not support an affordable housing contribution. This is considered in further detail within the report.

Section 6 '*Building a Strong, Competitive Economy*' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81).

50,850 sqm of Grade A (Use Class E) office space would be created together with other commercial uses. This would support the much needed office supply in the city centre.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided which would also link into other nearby schemes.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 105).

In assessing applications, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring

areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

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

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and

other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the importance of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would redevelop the site with a development of scale . The density of the proposal is considered to be acceptable and represents an efficient use of land. There would be a loss of car parking which is acceptable in a city centre context. The 367 new homes and 150,850 sqm of grade A office space would help meet known housing and regeneration requirements in the city centre. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process*' (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and 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).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. 32 new trees would be planted.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

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

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

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriate remediated.

Paragraph 185 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in pace during the construction process. There would be a travel plan and access to public transport for occupants of the development along with the car parking spaces being fitted with electric vehicle charging points.

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



of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; 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 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

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

### **Planning Policy Guidance (PPG)**

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

*Design* states that where appropriate the following should be considered:

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

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

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

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

*Heritage* states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

## **Other legislative requirements**

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

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

Section 72 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

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

- Noise and Vibration;
- Townscape and Visual;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Socioeconomic and Human Health; and
- Climate Change.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;

- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

## **Issues**

### **Principle of the redevelopment of the site and contribution to regeneration**

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and must continue to provide office space, that meets occupier requirements, new homes, for a growing population and commercial and recreational developments.

There is an acknowledged shortage of good quality office accommodation and demand has remained strong post pandemic. As occupational demand grows, good quality products must be brought forward in sustainable locations such as this.

The proposal would result in the loss of Albert Bridge House – a vacant office building providing 19432 sqm of floorspace. The loss of Albert Bridge House as a heritage asset is considered elsewhere within this report. The current office accommodation is considered to be poor and does not meet modern office space demands. There would be no net loss of office accommodation from the site as a 50,950 sqm Grade A office building would be created at the site.

Manchester's population has continued to grow rapidly and is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year and this proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population is critical to continued growth and success.

The St Mary's Parsonage Strategic Regeneration Framework Area seeks to guide future development and identifies that the site is suitable for hotel and offices.

The proposal would support the principles of the SRF and the economic growth objectives of the City Centre, by delivering 50,850 sqm of Grade A office accommodation. This would be a significant contribution to the City's office supply and create jobs. Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider development opportunities.

The 367 homes would have a significant impact on the City's housing supply. The sizes would be consistent with the City's space standards with all one bed apartments suitable for 2 people.

Retail and leisure uses would be compatible and would support workers and residents and help to create a sustainable neighbourhood. The public realm would create permeability, accessibility and connectivity, through the site, and to nearby developments. There would be a new area of public realm along the River Irwell.

This proposal would form an important catalyst in the regeneration of this part of the city centre. It would help to realise the vision set out in the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy. Significant economic and social benefits include the creation of approximately 1,970 construction jobs for the duration of the construction. The GVA associated with these jobs would be £24.5 million. A further 280 jobs worth £24.5 million in GVA would be created in the supply chain. When the development becomes operational, 134 jobs would be created in the retail/commercial spaces. The office development could support 2,983 jobs. These jobs would have a GVA of £139 million per annum. Revenue would be generated through business rates.

895 residents are expected to live at the site. The average household expenditure is predicated to be £9.7 million per annum. Council Tax revenue from the 367 new homes is expected to be £2.8 m per annum.

A local labour agreement would ensure that these economic and social benefits are fully realised.

These socio-economic benefits are significant. The site would be repurposed to support economic and population growth creating jobs and increasing local spending and taxation. There are significant benefits associated with the development including public realm.

The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

## **Affordable Housing**

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme

could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 367 homes for Build to Rent and 50,850 sqm of Grade A office space with commercial and retail floorspace. The delivery of homes and the regeneration of the site is a key Council priority. The redevelopment of the site would provide an opportunity to deliver a significant quantum of residential and commercial development, supporting economic growth.

The homes would comply with the Residential Quality guide. New public realm would be enlivened through active frontages and would open up access to the River Irwell with the creation of a new and fully accessible pedestrian river walkway. New public square and linkages would provide to the wider area. The building design is high quality through its architecture and use of materials. The energy strategy would reduce the impact of the development on climate change. All these matters have an impact on viability.

A viability report, which has been made publicly available through the Councils public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £4,450,000 is within the expected range based on comparable evidence. The Gross Development Value would be £129,010,444 and development costs would amount to £119,469,325. This would give a profit on costs of 10%.

On this basis, the scheme could not support an affordable housing contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed. The viability would be subject to review at an agreed future date to determine any uplift in market conditions which may improve the viability and secure a contribution towards affordable housing in line with the requirements of policy H8.

### **Climate change, sustainability and energy efficiency**

The proposal would be a low carbon in a highly sustainable location with all forms of public transport nearby. The construction process would minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use materials sustainably.

There would be 21 parking spaces (a reduction of 51 spaces), all fitted with an electric car charging point. A travel plan would encourage residents to use public transport to reduce vehicle trips. There would be 696 cycle spaces split across the residential and office buildings with a further 50 in the public realm.

The office building is targeting BREEAM “Outstanding” and a minimum of a 5\* rating under NABERS, with the aspiration to achieve 6\*. The estimated upfront embodied carbon emissions is less than 600kgCO<sub>2</sub>/m<sup>2</sup>, which aligns with the strategy to be Net Zero Carbon.



Green roofs and photovoltaic panels would provide renewable energy, improve biodiversity and water management benefits. Each building would have a Mechanical Ventilation Heat Recovery (MVHR) system and be all-electric.

The measures incorporated into this development would result in a 10.6% reduction in carbon over the Part L 2021 Building Regulations which would significantly exceed the requirements of policy EN6.

Policy EN6 requires a 15% reduction of Part L (2010) (which equates to 9% over Part L 2013). When measures against the previous iterations of the Regulations, the proposal would achieve a 36 % (office) and 40% (residential) reduction in carbon over the 2010 Regulations and 27% (office) and 31% (residential) over the Part L 2013.

A condition requiring a post construction review would verify that this reduction has been achieved.

36 trees would be planted with low level planting and shrubs and bird and bat boxes are proposed. These measures would improve biodiversity and provide an efficient drainage system which would minimise the effects of surface water.

### **Townscape and visual impact Assessment**

Computer modelling has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), has assessed where the proposal is visible from, its potential visual impact on the streetscape and the setting of listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3<sup>rd</sup> Edition) 2013*. The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as very large, large, moderate, slight or neutral.

41 key viewpoints (including cumulative impacts shown in wire lines) were considered in the townscape assessment as follows:

- Viewpoint 1: Trinity Bridge (Adjacent to Clermont-Ferrand Square)
- Viewpoint 2: St. Mary's Parsonage
- Viewpoint 3: Bridge Street
- Viewpoint 4: Dolefield / Wood Street
- Viewpoint 5: Gartside Street
- Viewpoint 6: Leftbank
- Viewpoint 7: Albert Bridge / New Bailey Street
- Viewpoint 8: New Bailey Street
- Viewpoint 9: Quay Street
- Viewpoint 10: Blackfriars Road (Chapel Street / Church of the Sacred Trinity)
- Viewpoint 11: Black Friar's Bridge
- Viewpoint 12: St. Mary's Parsonage / Blackfriars Street
- Viewpoint 13: St Mary's Parsonage

Viewpoint 14: King Street West  
Viewpoint 15: John Dalton Street  
Viewpoint 16: King Street  
Viewpoint 17: Princess Street/Albert Square  
Viewpoint 18: Great Northern Square  
Viewpoint 19: Junction of Quay Street and Byrom Street  
Viewpoint 20: Gartside Street  
Viewpoint 21: Lower Byrom Street  
Viewpoint 22: Junction of New Quay Street and Water Street  
Viewpoint 23: Irwell Street Bridge  
Viewpoint 24: Junction of Liverpool Road and Old Medlock Street  
Viewpoint 25: Trinity Way near Frederick Street  
Viewpoint 26: Black Friar's Road  
Viewpoint 27: Pedestrian footway north of Victoria Bridge  
Viewpoint 28: Junction of Spring Gardens and King Street  
Viewpoint 29: Peter Street / St. Peter's Square  
Viewpoint 30: Junction of Chapel Street and Great George's Street  
Viewpoint 31: Victoria Street  
Viewpoint 32: St. Ann's Square  
Viewpoint 33: Junction of Liverpool Road and Lower Byrom Street  
Viewpoint 34: Junction of Deansgate and Brazennose Street  
Viewpoint 35: Junction of King Street and Deansgate  
Viewpoint 36: Junction of King Street and Cross Street  
Viewpoint 37: Junction of King Street and Cheapside  
Viewpoint 38: Junction of King Street and Brown Street  
Viewpoint 39: Junction of New Bailey Street and Chapel Street  
Viewpoint 40: Adelphi Street near Adelphi Wharf  
Viewpoint 41: St. Mary's Parsonage

The effect of the development has been considered through an assessment of these relevant viewpoints. The impacts can be summarised as follows.

### **Viewpoint 1: Trinity Bridge (Adjacent to Clermont-Ferrand Square)**

The river Irwell dominates the view with taller buildings lining the river. Tall commercial buildings in Spinningfields are in the distance.



***Viewpoint 1: Trinity Bridge (Adjacent to Clermont-Ferrand Square) (existing)  
(proposed right image) (cumulative)***

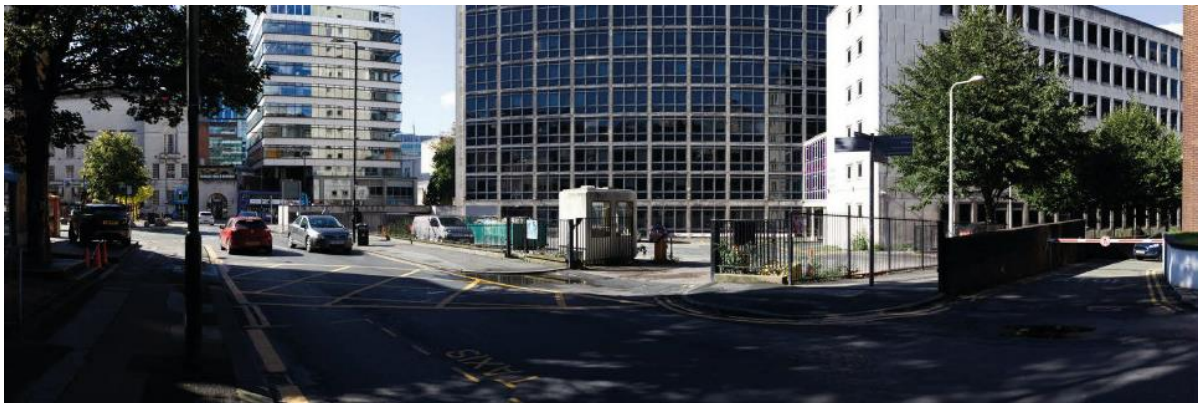
The proposal would be seen in a cluster of taller buildings. The magnitude of change is minimised by the urban nature of the view. The high quality design and materiality and enhanced public realm to the river is evident.



***Viewpoint 1: Trinity Bridge (Adjacent to Clermont-Ferrand Square) (proposed)  
(cumulative)***

**Viewpoint 2: St. Mary's Parsonage**

The view demonstrates a cluster of commercial buildings and a busy section of Bridge Street. Views are limited because of the scale and density of the urban grain.



***Viewpoint 2: St. Mary's Parsonage (existing)***

The proposal would provide built form up to the footway edge and largely obscure existing buildings. The proposal would be seen on the context of St Mary's Parsonage and other existing and proposed developments. The proposal would be a positive addition to the street scene removing the parking and infrastructure around Albert Bridge House.





***Viewpoint 2: St. Mary's Parsonage (proposed) (cumulative)***

### **Viewpoint 3: Bridge Street**

This is an open view dominated by the road. The existing building and poor public realm can be seen. The Freemasons Hall (Grade II listed) is evident along with emerging developments in Salford.



***Viewpoint 3: Bridge Street (existing)***

The proposal would line the street edge and complement the character and form of nearby development. The view would change significantly but the proposal appears comfortable and improves the quality of the street scene through public realm and place making. The quality of the architecture and materials is evident.



### ***Viewpoint 3: Bridge Street (proposed) (cumulative)***

### **Viewpoint 4: Dolefield / Wood Street**

Dolefield is a constrained view with built form lining the street edge with Albert Bride House at the end of the view.



### ***Viewpoint 4: Dolefield / Wood Street (existing)***

The alterations to the view would be limited. The proposal would be seen at the top of the view with public realm improvements and place making.



### ***Viewpoint 4: Dolefield / Wood Street (proposed)***

### **Viewpoint 5: Gartside Street**

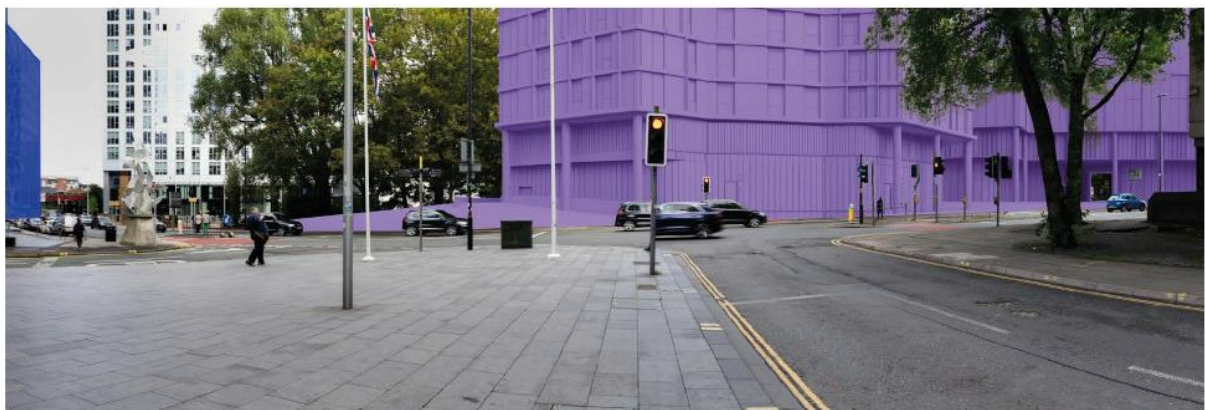
There is built form on Gartside Street and trees in the public realm. The affinity Living scheme in Salford is visible.





***Viewpoint 5: Gartside Street (existing)***

The proposal would introduce built form into greater view. It would form a positive addition to the street scene adding to the character and grain of development.



***Viewpoint 5: Gartside Street (proposed) (cumulative)***

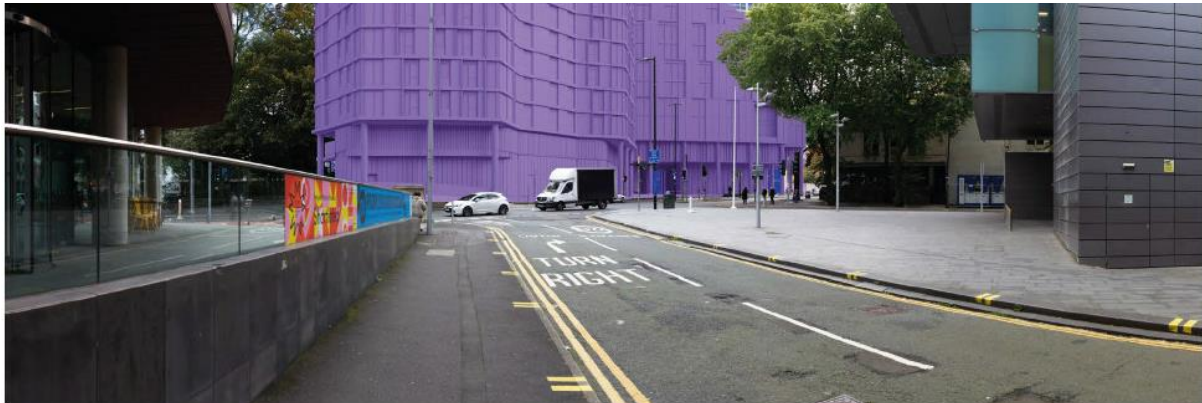
### **Viewpoint 6: Leftbank**

Albert Bridge House and the trees in the public realm are at the top of the view. Leftbank is lined by buildings.



***Viewpoint 6: Leftbank (existing)***

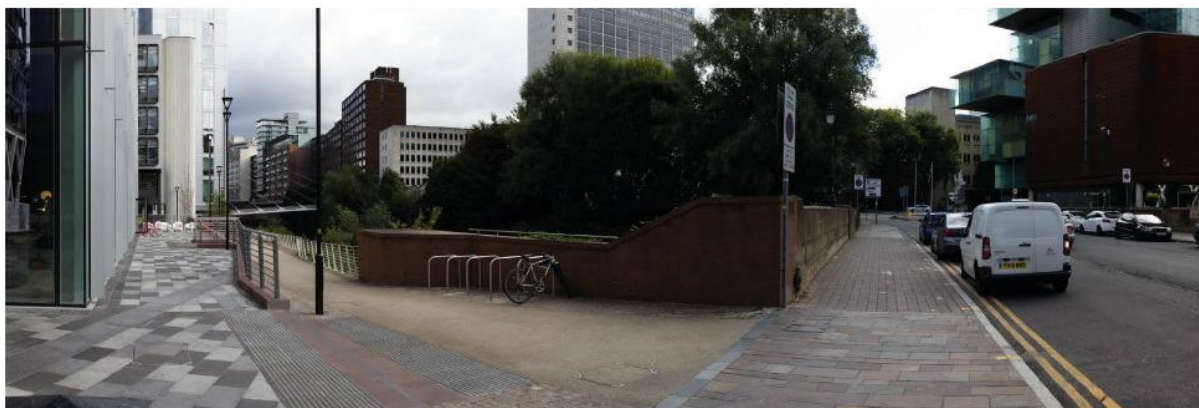
The proposal would dominate the view forming a new feature at the street edge. The high quality elevations and public realm would be visible and would add positively to the townscape.



***Viewpoint 6: Leftbank (proposed)***

### **Viewpoint 7: Albert Bridge/New Bailey Street**

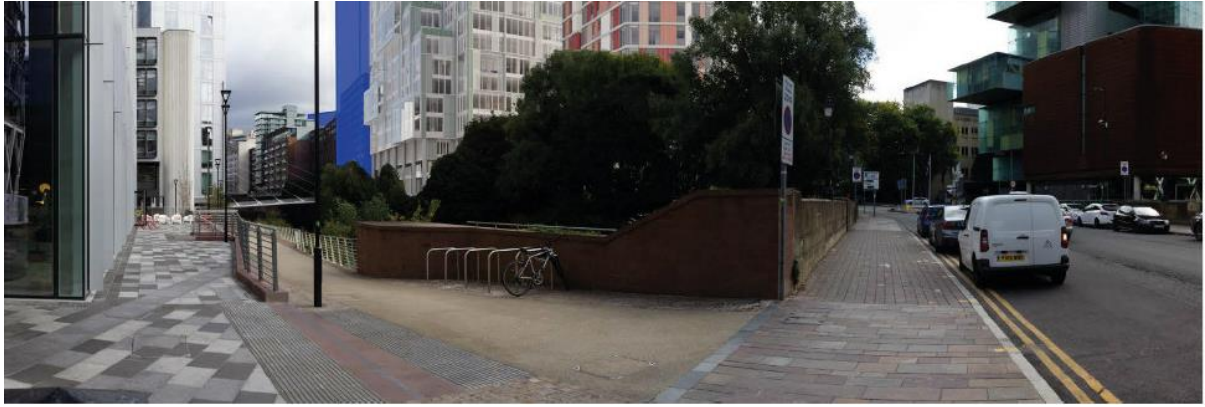
Albert Bridge and the river corridor along and other commercial buildings and trees dominate the view.



***Viewpoint 7: Albert Bridge/New Bailey Street (existing)***

The proposal would be seen in the context of other nearby developments along Leftbank as well as committed development at Alberton House. The proposal would form a new central feature. Although large, the massing and quality of the architecture ensures that it complements the urban character and enhances the river corridor with public realm.





***Viewpoint 7: Albert Bridge/New Bailey Street (proposed)***

### **Viewpoint 8: New Bailey Street**

Existing office buildings, road and public realm dominate the view.



***Viewpoint 8: New Bailey Street (existing)***

The proposal would be obscured by existing buildings.



***Viewpoint 8: New Bailey Street (proposed) (cumulative)***

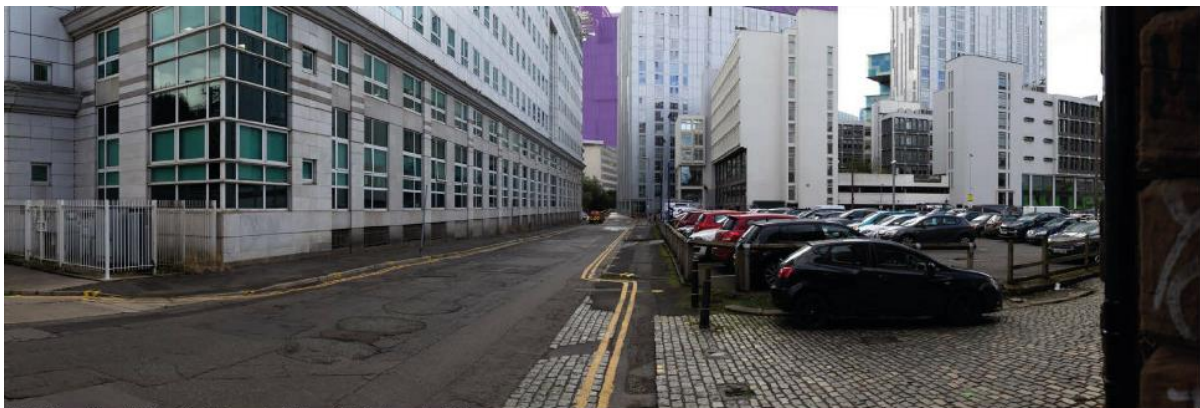
### **Viewpoint 9: Quay Street**

The character of this view is formed by existing built form and the car park on Quay Street. Vertical elements such as Affinity Living are emerging in New Bailey.



***Viewpoint 9: Quay Street (existing)***

The urban grain limits views of the proposal. It would form part of the view at Quay Street but this would be limited.



***Viewpoint 9: Quay Street (proposed)***

### **Viewpoint 10: Blackfriars Road (Chapel Street / Church of the Sacred Trinity)**

Existing office buildings, road and public realm dominate the view.



***Viewpoint 10: Blackfriars Road (Chapel Street / Church of the Sacred Trinity) (existing)***



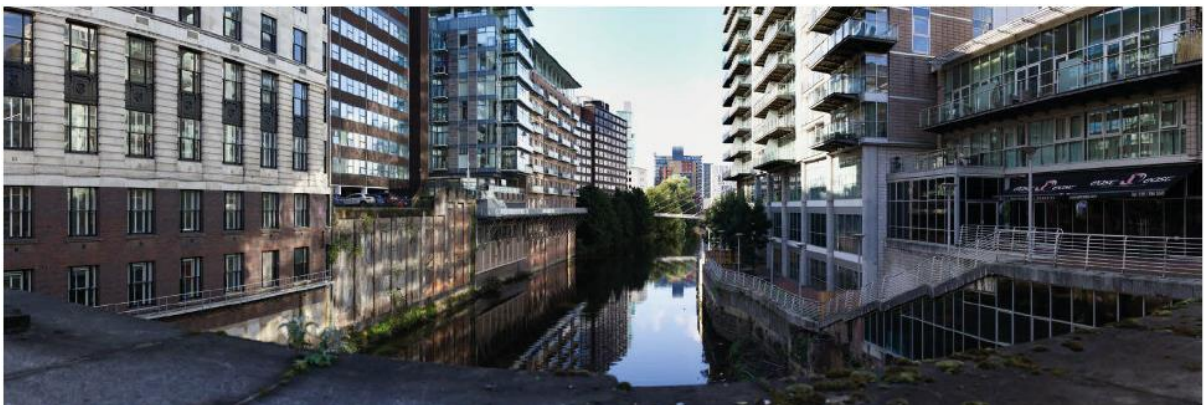
The proposal would be obscured by existing buildings.



***Viewpoint 10: Blackfriars Road (Chapel Street / Church of the Sacred Trinity)  
(proposed)***

### **Viewpoint 11: Black Friar's Bridge**

This is an open view down the River Irwell dominated by buildings on St Mary's Parsonage and Blackfrairs Street. The dense view reflects the areas urban grain.



***Viewpoint 11: Black Friar's Bridge (existing)***

Views of the scheme can be seen in the context of the existing built form on the river. The proposal would be a large feature alongside other committed development. This would be a positive addition to the cityscape and enhance the river corridor.



***Viewpoint 11: Black Friar's Bridge (proposed) (cumulative)***

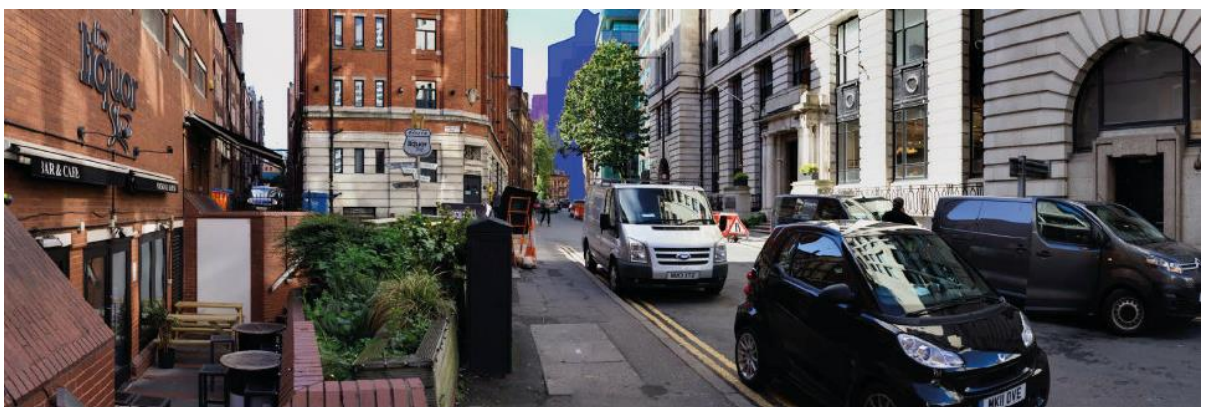
### **Viewpoint 12: St. Mary's Parsonage / Blackfriars Street**

The character is formed by built form on St Mary's Parsonage. Views in and out of the area are limited where St Mary's Parsonage turns south towards Bridge Street.



***Viewpoint 12: St. Mary's Parsonage / Blackfriars Street (existing)***

The proposal would add to the skyline and townscape where St Mary's Parsonage turns onto Bridge Street but is limited in nature.



***Viewpoint 12: St. Mary's Parsonage / Blackfriars Street (proposed) (cumulative)***

### **Viewpoint 13: St Mary's Parsonage**



The view is dominated by buildings on St Mary's Parsonage including the listed National Buildings and Arkwright House and Parsonage Gardens. Views out of the area are limited by the urban grain.



***Viewpoint 13: St Mary's Parsonage (existing)***

The proposal would form a portion of the skyline where St Mary's Parsonage turns towards Bridge Street but is limited in the cumulative view.



***Viewpoint 13: St Mary's Parsonage (proposed) (cumulative)***

#### **Viewpoint 14: King Street West**

The view is dominated by buildings which line King Street West including the listed 31 and 33 King Street West. Albert Bridge House is visible.



***Viewpoint 14: King Street West (existing)***

The proposal would be highly visible replacing the existing building with high quality architecture and public realm. The magnitude of the view is limited given the scale of the existing building which dominated the view.



***Viewpoint 14: King Street West (proposed) (cumulative)***

### **Viewpoint 15: John Dalton Street**

This open view looks towards the site from John Dalton Street. Its character is formed by the road junction of John Dalton Street, Deansgate and Bridge Street and the buildings which line them. Albert Bridge House is visible.



***Viewpoint 15: John Dalton Street (existing)***



The proposal would be a new feature view with the residential tower seen above existing buildings. The office provides a gradual change in height. The high quality design would have a positive impact on the skyline.



***Viewpoint 15: John Dalton Street (proposed)***

### **Viewpoint 16: King Street**

The character and appearance is dominated by the buildings lining King Street including the listed 19 King Street. Albert Bridge House terminates the view.



***Viewpoint 16: King Street (existing)***

The proposal would dominate the view adding a high quality building to the cityscape. The commercial building is evident providing a gradual change in height and scale alongside other committed development.



***Viewpoint 16: King Street (proposed) (cumulative) (daytime view)***



***Viewpoint 16: King Street (proposed) (cumulative) (night-time view)***

### **Viewpoint 17: Princess Street/Albert Square**

The view is formed by buildings on Princess Street in the conservation area including the Town Hall complex and the National Assurance Building.



***Viewpoint 17: Princess Street/Albert Square (existing)***

The proposal would be a new vertical element in the city skyline contributing positively the cluster of buildings in this location.





***Viewpoint 17: Princess Street/Albert Square (proposed)***

### **Viewpoint 18: Great Northern Square**

The view is from the public realm at Great Northern Complex which consists of a important Grade II and Grade II\* listed buildings, situated adjacent to the Deansgate conservation area.



**Viewpoint 18: Great Northern Square (existing)**

A small portion of the proposal would be visible but the magnitude of change would be small.



***Viewpoint 18: Great Northern Square (proposed)***

### **Viewpoint 19: Junction of Quay Street and Byrom Street**

This view is on Quay Street in Spinningfields and is characterised by new modern commercial development and older buildings such as the listed Opera House.



### ***Viewpoint 19: Junction of Quay Street and Byrom Street (existing)***

The proposal would have a limited impact and barely visible from behind commercial buildings. The impact on the cityscape is therefore low.



### ***Viewpoint 19: Junction of Quay Street and Byrom Street (proposed)***

### **Viewpoint 20: Gartside Street**

The view is formed by the commercial buildings and the law courts in Spinningfields. Albert Bridge House is in the distance.





***Viewpoint 20: Gartside Street (existing)***

The residential tower would be a new vertical element. Its high quality architecture design and place making would complement nearby modern buildings.



***Viewpoint 20: Gartside Street (proposed)***

### **Viewpoint 21: Lower Byrom Street**

This is in the St John's conservation area, dominated by modern built form and trees.



***Viewpoint 21: Lower Byrom Street (existing)***

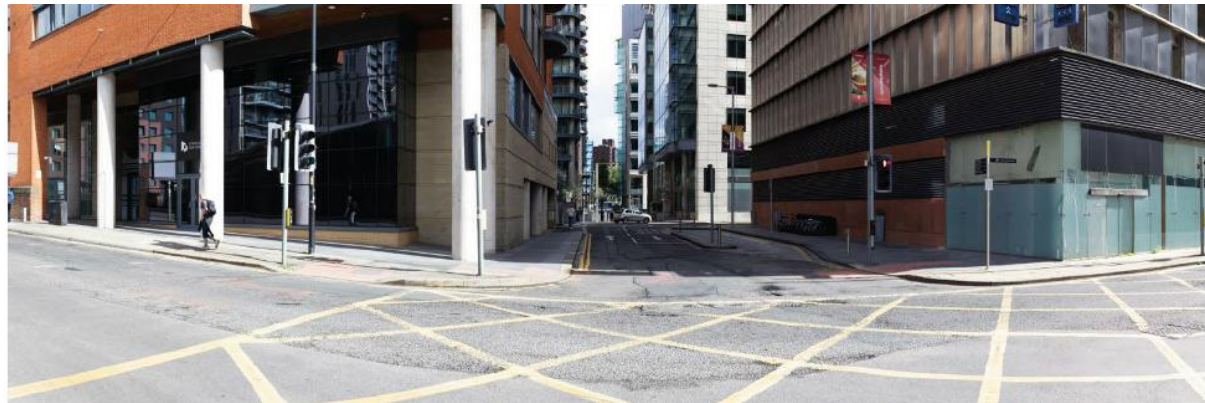
The upper section of the residential tower would be visible. It contribute positively to the cluster of buildings which are evident and the city skyline.



***Viewpoint 21: Lower Byrom Street (proposed)***

### **Viewpoint 22: Junction of New Quay Street and Water Street**

The view is dominated by modern, commercial developments in Spinningfields



***Viewpoint 22: Junction of New Quay Street and Water Street (existing)***

The proposal would form a modern feature and would complement the other buildings in the view and contribute to the character and scale of the area.



***Viewpoint 22: Junction of New Quay Street and Water Street (proposed)***

### **Viewpoint 23: Irwell Street Bridge**

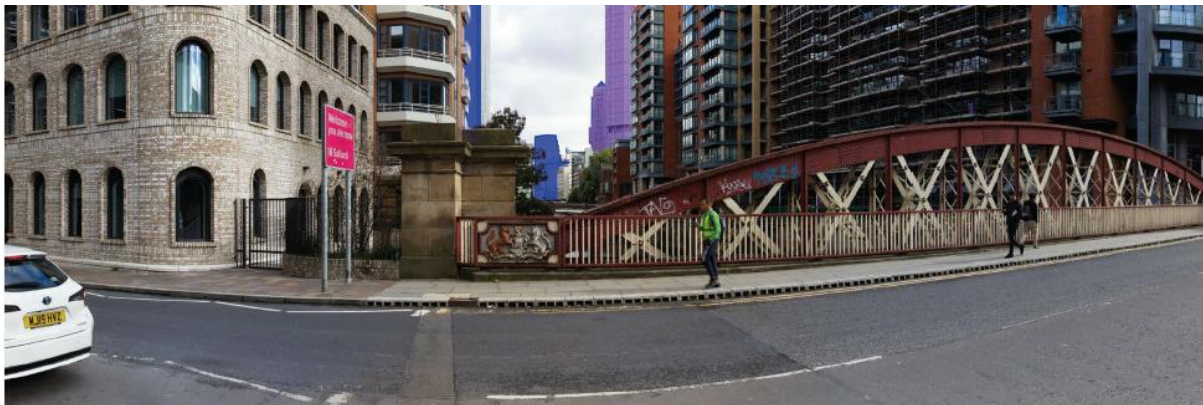


The view is from the Irwell Bridge and is dominated by the bridge infrastructure and other modern buildings which line the river corridor.



***Viewpoint 23: Irwell Street Bridge (existing)***

The proposal would add positively to the city skyline and enhance the river corridor.



***Viewpoint 23: Irwell Street Bridge (proposed)***

#### **Viewpoint 24: Junction of Liverpool Road and Old Medlock Street**

This is a sensitive view from Liverpool Road in the context of the Science Museum which is a cluster of highly significant listed buildings associated with the former railway infrastructure in Manchester.



***Viewpoint 24: Junction of Liverpool Road and Old Medlock Street (existing)***

A small portion of the upper section of the residential tower would be barely visible and would be read in the context of other taller buildings. The overall impact is low.



***Viewpoint 24: Junction of Liverpool Road and Old Medlock Street (proposed)***

### **Viewpoint 25: Trinity Way near Frederick Street**

The trees and public realm from Trinity Way dominate with taller elements visible.



***Viewpoint 25: Trinity Way near Frederick Street (existing)***

The proposal would be a vertical element alongside other development.





***Viewpoint 25: Trinity Way near Frederick Street (proposed)***

### **Viewpoint 26: Black Friar's Road**

This is a distant view dominated by modern buildings and the listed Manchester Tennis and Racquet Club.



***Viewpoint 26: Black Friar's Road (existing)***

The proposal would rise above the listed building and the other modern developments. This is not a highly sensitive view of the city centre and would add to the urban grain.



***Viewpoint 26: Black Friar's Road (proposed)***

### **Viewpoint 27: Pedestrian footway north of Victoria Bridge**

The River Irwell lined by buildings of different scale, age and character.



### ***Viewpoint 27: Pedestrian footway north of Victoria Bridge (existing)***

The proposal would help to terminate the view with a high quality building which would improve public realm on the river corridor. It would be a positive addition.



### ***Viewpoint 27: Pedestrian footway north of Victoria Bridge (proposed)***

### **Viewpoint 28: Junction of Spring Gardens and King Street**

The character of the view is formed by buildings on King Street including the listed Midland Bank building. The density of built form limits open views.





***Viewpoint 28: Junction of Spring Gardens and King Street (existing)***

The proposal would be a slender termination point at King Street West. It would contrast with other buildings in the view and sit alongside other committed developments. Its high quality design, would be positive addition to the cityscape.



***Viewpoint 28: Junction of Spring Gardens and King Street (proposed)***

**Viewpoint 29: Peter Street / St. Peter's Square**

This is a highly sensitive view where the distinct architecture of the Town Hall and Central Library is prominent.



***Viewpoint 29: Peter Street / St. Peter's Square (existing)***

The proposal could be glimpsed under the canopy of the office building on the left and would have no noticeable impact on the heritage assets.



***Viewpoint 29: Peter Street / St. Peter's Square (proposed)***

**Viewpoint 30: Junction of Chapel Street and Great George's Street**

A mixture of older and modern low rise buildings and roads dominate the view.



***Viewpoint 30: Junction of Chapel Street and Great George's Street (existing)***

The proposal would not be visible.



***Viewpoint 30: Junction of Chapel Street and Great George's Street (proposed)***

**Viewpoint 31: Victoria Street**



This is a highly sensitive view in the Cathedral conservation area with the Grade I listed Manchester Cathedral to the left. It also contains modern buildings in the retail core. The River Irwell is evident.



***Viewpoint 31: Victoria Street (existing)***

The proposal would be a new addition to the skyline lining the river corridor and would complement other development. The quality and public realm would ensure there is a positive impact.



***Viewpoint 31: Victoria Street (proposed)***

### **Viewpoint 32: St. Ann's Square**

The character is formed by features in the St Ann's conservation area. It is dominated by older buildings and trees which surround the public realm.



***Viewpoint 32: St. Ann's Square (existing)***

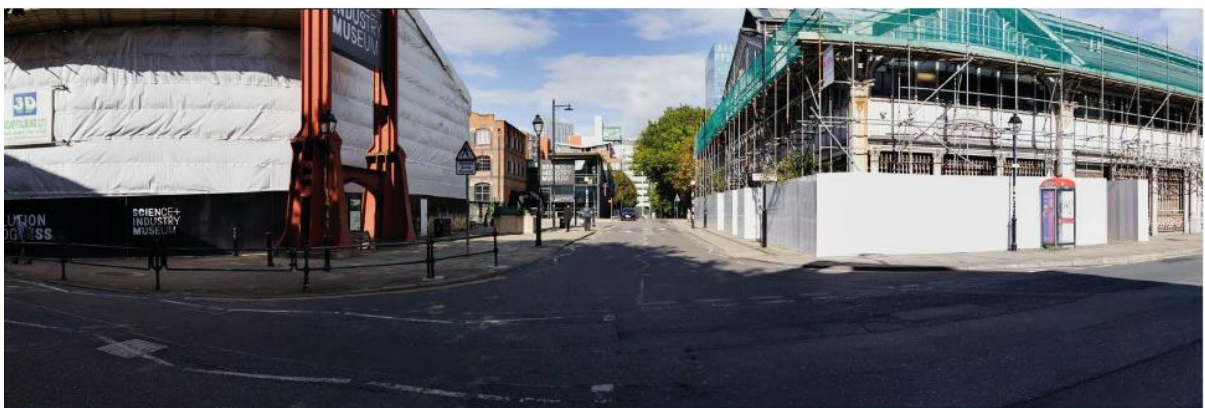
There proposal would be a glimpsed above existing buildings and trees. The tower would be seen in the context of other committed development and would be a positive addition.



***Viewpoint 32: St. Ann's Square (proposed)***

### **Viewpoint 33: Junction of Liverpool Road and Lower Byrom Street**

This is a highly sensitive view within the St John's conservation area with the Campfield listed building to the right and the Science Museum to the left. It also contains modern development looking towards Spiningfields.



***Viewpoint 33: Junction of Liverpool Road and Lower Byrom Street (existing)***



The proposal rise above the tallest in Spinningfields. Its impact would be minimised through the high quality design.



***Viewpoint 33: Junction of Liverpool Road and Lower Byrom Street (proposed)***

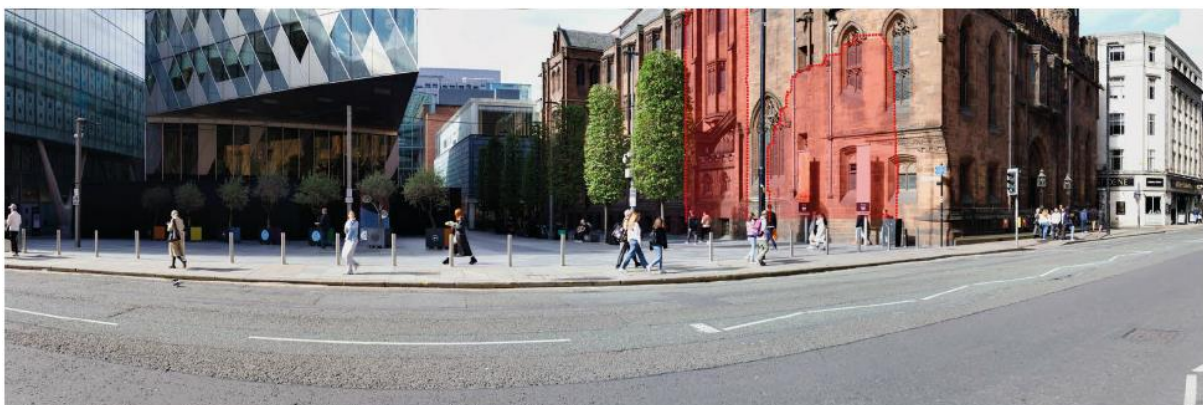
### **Viewpoint 34: Junction of Deansgate and Brazennose Street**

This is a highly sensitive view with John Rylands Listed Building in the centre with modern developments in Spinningfields.



***Viewpoint 34: Junction of Deansgate and Brazennose Street (existing)***

The proposal would not be visible.



***Viewpoint 34: Junction of Deansgate and Brazennose Street (proposed)***

**Viewpoint 35: Junction of King Street and Deansgate**

This view is dominated by Deansgate and buildings on it including the listed Kendals.



***Viewpoint 35: Junction of King Street and Deansgate (existing)***

The tower would be appreciated and understood in the context of the urban grain and committed developments.



***Viewpoint 35: Junction of King Street and Deansgate (proposed)***

**Viewpoint 36: Junction of King Street and Cross Street**

This view is looks along King Street and includes the Eagle House listed building.





***Viewpoint 36: Junction of King Street and Cross Street (existing)***

The proposal would be highly visible but its high design would be a positive addition.



***Viewpoint 36: Junction of King Street and Cross Street (proposed) (cumulative)***

### **Viewpoint 37: Junction of King Street and Cheapside**

This is towards King Street and includes the Lloyds Bank listed building.



***Viewpoint 37: Junction of King Street and Cheapside (existing)***

The tower would be a tower highly visible new feature in the cityscape. Its high quality design would be a positive addition to the skyline.



***Viewpoint 37: Junction of King Street and Cheapside (proposed) (cumulative)***

### **Viewpoint 38: Junction of King Street and Brown Street**

This is down King Street including Atlas Chambers and Pall Mall listed buildings.



***Viewpoint 38: Junction of King Street and Brown Street (existing)***

The tower would be a tower highly visible new feature in the cityscape. Its high quality design would be a positive addition to the skyline.



***Viewpoint 38: Junction of King Street and Brown Street (proposed) (cumulative)***

### **Viewpoint 39: Junction of New Bailey Street and Chapel Street**



The view is dominated by modern and older architecture and the road network.



***Viewpoint 39: Junction of New Bailey Street and Chapel Street (existing)***

The proposed scheme would only marginally be visible and have a limited impact.



***Viewpoint 39: Junction of New Bailey Street and Chapel Street (proposed)***

#### **Viewpoint 40: Adelphi Street near Adelphi Wharf**

This is a long range view dominated by surface parking and low rise buildings.



***Viewpoint 40: Adelphi Street near Adelphi Wharf (existing)***

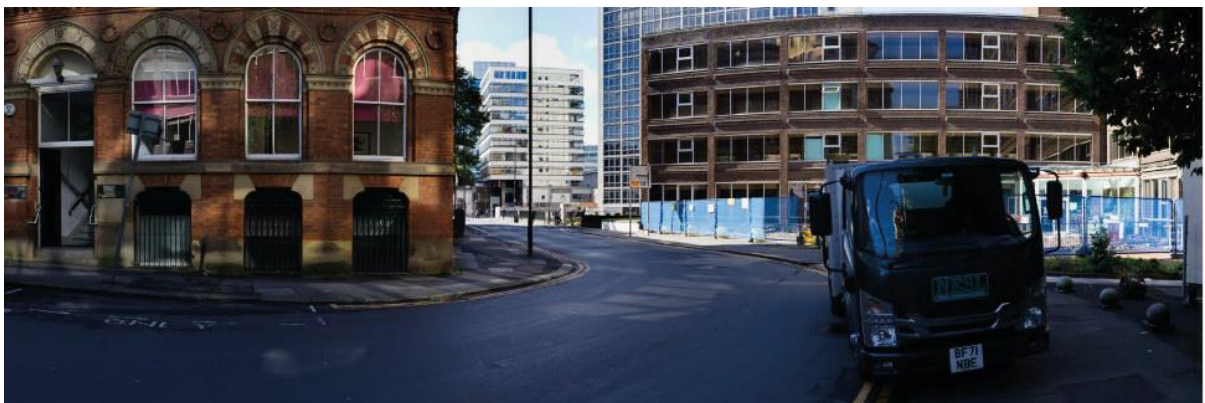
The proposal appears just above the low rise developments. It would be seen in the context of existing and emerging high rise buildings and would be a positive addition to the skyline.



***Viewpoint 40: Adelphi Street near Adelphi Wharf (proposed) (cumulative)***

### **Viewpoint 41: St. Mary's Parsonage**

This is dominated by buildings in St Mary's Parsonage including listed buildings.



***Viewpoint 41: St. Mary's Parsonage (existing)***

The proposal would help define the street edge. The public realm improvements would contribute positively to the place making in the area.



#### ***Viewpoint 41: St. Mary's Parsonage (proposed) (cumulative)***

This would be a large and significant development visible from various viewpoints in and around the city centre. The overall impact would be beneficial.

The impact of the height would not be unduly harmful on visual amenity or the city scape. In the majority of instances, the impacts would be positive. The high quality architecture and materials would create a distinctive development.

Some visual harm would occur where it would clearly be seen in the same context as heritage assets. However, this would not affect the significance of the listed buildings and conservation areas as a whole which would remain legible and understood.

Any harm that does occur would be low level and outweighed by the substantial regeneration benefits that the development of such a high quality scheme would deliver. This is considered in detail elsewhere in the report.

#### **Impact of the historic environment and cultural heritage**

Albert Bridge House is not listed but has some historic and architectural merit and is considered to be a non designated heritage asset. There are 50 listed buildings, 2 non designated heritage assets and 10 conservation areas within 1 km of the site.

A heritage statement and a detailed design and access statement examine the current condition and impact of the loss of Albert Bridge House as a non designated heritage asset. The impact of the proposal on the setting of surrounding listed buildings and conservation areas is also considered.

#### ***Loss of Albert Bridge House***

The 18 storey tower block of Albert Bridge House was constructed between 1958 and 1962 with the lower block constructed between 1960 and 1962. The building is a non designated heritage asset for planning purposes, having some historical and architectural value.

It was commissioned by the then Ministry of Works as part of the implementation of the priorities outlined in a 1947 report '*Redevelopment of Central Areas*' prepared by the Ministry of Town and Country Planning. This report encouraged free standing buildings within new public spaces at street level for parking and public access.

The building has a concrete frame and Portland stone cladding. It is typical of post war trends, with taller buildings being built in urban centres. It was, however, considered contrary to the City Plan due to its angled position and setting back from the street edge. This undermined the vision of a cluster of new civic and public office buildings in this area and provided a block end feel to the development.

In the latter part of the 20<sup>th</sup> century the building was significantly modified with window replacements, change to spandrel panels and alterations at the ground floor.



The building has some historic and architectural interest. It represents part of the City's post war redevelopment particularly around the Parsonage area which was heavily bombed.

Notwithstanding this, its form and the later modifications, have affected its overall contribution to this part of city centre and the ongoing regeneration of the area.

The lower blocks, whilst adding a degree of interest to the overall scale and massing of the building, is unsophisticated in the manner in which they attach themselves to the tower block, in particular the enclosed walkways. The tower block also lacks artistic embellishment with the exception of the Royal cypher on the end wall and the small mosaic over the doorway to the rear block.

The original appearance of the complex has also largely been lost as a result of the changes made in the latter part of the 20<sup>th</sup> century including the loss of the metal frame windows, which have undermined the fenestration of the tower block. The window and panel divisions are largely intact, but the original concrete mullions which divided each grid bay were removed along with the removal of the pearly grey spandrel panel and dark blue glass. The original curved glass screens on the ground floor were replaced with windows similar to the upper floors. Alterations were made to the west walkway with the installation of a revolving door and alterations to the fenestration of the roadside elevation.

The interior of Albert Bridge House does not hold any significance. It lacks features which would have elevated its importance such as directors suites and the entrance hall was modest and functional. There is no internal art work of merit.

Further refurbishment has taken place in the early part of the 21<sup>st</sup> century and few original fixtures and fittings remain. Original partitions have been removed and modern partitions inserted and ceiling are underdrawn.

A request was made to Historic England to list the building in 2021. Whilst acknowledging that the building held some historical and architectural significance as an example of a post war era development, they concluded that the building was not appropriate for listing.

Albert Bridge House has been vacant since October 2022. The surrounding area has changed significantly with modern commercial led developments, most notably Spinningfields and New Bailey. The area will continue to change as part of the St Mary's Parsonage SRF.

The demolition of Albert Bridge House is considered to be acceptable but it's total loss would result in a low level of less than substantial harm. The vacant nature of the site and condition of the building is a low-quality addition to Parsonage Gardens area and its demolition would facilitate a significant regeneration opportunity in the SRF. The public benefits associated with the proposal are significant and are outlined in detail in the report.

*Impact on the conservation areas and listed buildings*

The listed buildings and conservation areas affected are:

*King Street Group 1 (West of Cross Street)* – This group comprises: 15 and 17 King Street, 19 King Street, 33 King Street, 35 and 37 King Street, 41 South King Street, 95-103 Deansgate/4-14 King Street, 54 and 56 King Street, 62 King Street, Eagle House, Warehouse Shop, Old Exchange and 48 King Street. These are all Grade II. They have been grouped together as they have the same setting and architectural connections due to the era of their construction representing the primary retail usage during the 19<sup>th</sup> century.

*King Street Group 2 (East of Cross Street)* – This group comprises: Former Lloyds Bank, Prudential Assurance Office, Bank of England Trustee Savings Bank. 84 and 86 King Street and 27 and 29 Pall Mall, Ship Canal House, Pall Mall Court (including raised piazza and Podium to the West), Atlas Chambers, Former Midlands Bank and Former Reform Club Manchester. They are all Grade II except the Former Midland Bank and the Reform Club which are Grade II\*. The buildings have been grouped together as they all share the same setting and architectural connections due to the era of their construction representing financial offices of Manchester during the 19<sup>th</sup> and 20<sup>th</sup> century. Some of the premises are used for food and beverage.

*St Mary's Parsonage Group* – This group comprises: 31 and 33 King Street West, Arkwright House, National Building and 3 St Mary's Parsonage. They are all Grade II. They have been grouped together due to their location with the St Mary's Parsonage conservation area. The significance of the buildings in this area all relate to their age and function which varies across the listed buildings.

*Railway Viaducts Group* – This group comprises: Southern Railway Viaduct and colonnade, Northern Railway Viaduct and Central Railways Viaduct. These are all Grade II except the Southern Railway Viaduct and colonnade which is Grade II\*. The significance of the assets derives from their shared architectural and historical characteristics being 19<sup>th</sup> Century railway viaducts which cross New Bailey Street.

*105 – 113 Deansgate* is a Grade II commercial building with offices over the shop floor. Its architectural significance is derived from its Gothic style featuring a large trapeziform plan on an island site with 5 symmetrical bays to Deansgate and seven bay return to John Dalton Street. The asset is an example of the commercial success of the Deansgate area during the 19<sup>th</sup> and early 20<sup>th</sup> Century.

*98-116 Deansgate (Kendals)* is a Grade II and is most notable as the largest department store in Manchester and occupies a prominent position along Deansgate. It is designed in an Art Deco style which is unique for the Deansgate area which is mostly characterised by Classical and Baroque style architecture.

*Sawyer Arms Public House* is a grade II listed Building constructed in the 19<sup>th</sup> Century, however, there has been a public house at the site since 1700s making it one of the oldest public houses in the City. The architecture of the building is significant for its eclectic irregular rounded corner to John Dalton Street.

*Albert Bridge* is a Grade II listed building constructed in 1844 to replace an earlier structure, the New Bailey Bridge. The bridge connected Manchester to Salford for merchants and the public.

*Masonic Temple* is a Grade II which has undergone modern alterations since its occupation by the Masons. This has resulted in changes to the main façade and the installation of the roof terrace.

*Church of St Ann* is a Grade I designed in the neo classical style. During the 19<sup>th</sup> Century the interior was subject to renovations including the installation of stained glass windows. It is a good example of pre industrial Manchester when the city centre was dominated by Georgina townhouses.

*National House* is a Grade II in Baroque style for a Conservative Club. The building is used as offices on the upper floors and commercial on the ground floor. It is notable for its curved facades which provide frontages on both Cross Street and St Ann Street. The central entrance to St Ann Street is a notable feature. Venetian windows are present with a frieze above the first floor window.

*Northern Assurance Building* is a Grade II designed in Flemish style with Dutch gables. The building is clad in Portland stone and grey granite is in the Albert Square conservation area and has group value with other buildings of similar value in terms of their architectural and historic interest.

*Anglia House* is Grade II and an example of Edwardian architecture. It comprises brown polished granite to the ground floor, red sandstone ashlar above and lead clad roofs. It is in the Baroque style and has group value with the other listed assets in Albert Square. There is a uniform façade to Cross Street. The façade has, however, undergone changes and the windows are currently boarded.

*Number 1 Albert Square* is a Grade II listed building and was constructed in 1900. The building has group value with the other assets around Albert Square.

*31 Princess Street* is a Grade II listed Building constructed between 1880-1890. It is used as shops and offices. The façade is sandstone on a plinth with string course and bracketed cornice together with an arcaded parapet with central gablet flanked by pinnacles. The building is Venetian Gothic in style.

*Blackfriars Bridge* is a Grade II and one of the many remaining 19<sup>th</sup> Century bridges crossing the River Irwell. It is constructed from sandstone ashlar and cast iron in three classical style semi circular arches. The central arch has aired ionic pilasters.

*Victoria Bridge* is a Grade II constructed in 1839 replacing an earlier medieval structure. It has historical significance and was once used by Queen Victoria. It is significant architecturally and is an example of Victorian engineering. It has sandstone ashlar, a semi elliptical arch and rusticated rock faced voussoirs.

*Cathedral Church of St Mary* is Grade I and rebuilt in the Perpendicular Gothic style. The façade was extensively refaced, restored and extended in the Victorian period and again following WW2.

*Chester Salford Brewery* is Grade II built in 1896 for Chester's Brewery Company. It is constructed of red brick with ashlar dressing and Welsh slate roofs. Its Chimney is notable on the skyline.

*Power Hall of the Science Museum* is Grade II built between 1855 and 1856 as a shipping shed for Liverpool Road Station. It was designed to move goods from train waggons onto horse drawn carts for distribution in the city. The station and Power Hall played a significant role in the transportation of goods and passengers during the industrial revolution and is noted as being the worlds first elevated railway station.

*Lower Campfield Market* is Grade II completed in 1878. It was designed as an open sided market hall close to the railway goods yard. It also has group value with Upper Campfield Market which is also Grade II and were built as a pair. The market was closed in the 1900 and became an exhibition hall. During WW2 it was used for training and manufacturing before being used by the Science Museum.

*Former Liverpool Road Railway Station Masters House* is a Grade I and was built in 1808 predating the Liverpool Road railway station. The Station Masters House is constructed as red brick with the booking officers faced with sandstone ashlar, stucco and hipped slate roofs. It has a rectangular plan parallel to the street and designed in the Classical style and has high architectural and historical significance.

*Former Manchester Swimming Baths* is Grade II and opened in 1880. It has 2 baths, 3 slipper baths and a vapour bath. The front elevation is treated in Queen Ann style and constructed of brick with terracotta dressings and part glazed roof. The façade is expressed as two storeys with feature entrance in a wide gable. The façade has paired windows to each side above with central paired windows.

*Manchester Tennis Racquets Club* is a Grade II\* built in 1880. It is brick with terracotta dressings, slate and part glazed roof. The entrance block is 3 storeys with moulded arched doorways in flat roofed porch with round headed windows alongside. The building is largely unchanged internally with the racquet courts retaining their original surfaces, complete tennis courts and other principal rooms.

*Mark Addy Pub and Landing* is a non designated heritage asset in Salford that opened in 1981. The embankment comprises a brick vaulted colonnade with the now closed area supported on cast iron columns.

*Adelphi Bexley Square conservation area* is in Salford and contains a number of Grade II\* and Grade II listed buildings with fine examples of 19<sup>th</sup> and 20<sup>th</sup> Century architecture comprising townhouses and civic buildings. There are various architectural styles in the conservation area including Baroque, Classical and Gothic.

#### *Castlefield conservation area declaration*

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in



June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

#### *St Johns conservation area declaration*

St John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the conservation area which was designated in November 1970.

The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St John Street was originally terminated by St John's Church, now replaced by a formal garden containing a central memorial. Looking eastwards there is no evidence to indicate that there has ever been a specific focal point to punctuate the view. Georgian properties here have given way to a long row of Victorian shops and offices which screen the former Deansgate Goods Station. This is where Alport (meaning 'the Old Town') was located.

St John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

#### *Deansgate and Peter Street conservation area declaration*

Designated in June 1985, due to the architectural and historic interest of a number of buildings and clear groupings of buildings that were the result of commercial growth of the city during the mid 18<sup>th</sup> century to the early 20<sup>th</sup> century. The conservation area covers the area surrounding Peter Street and the junctions of Deansgate with Quay Street and Bridge Street. Deansgate forms the longest and straightest street in the city. To the south, railway viaducts in Castlefield cross Deansgate.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. Peter Street contains a number of highly significant listed buildings which form landmarks including Albert Hall (Grade II), Free Trade Hall (Grade II) and Royale Club (Grade II).

#### *Albert Square conservation area declaration*

Designated in 1972 in recognition of the importance of the civic spaces around Albert Square which is dominated by the Gothic Revival Town Hall, completed in 1877, and the square. The other buildings constructed in the area reflect the Victorian boom and remain largely in tact. Modern buildings do exist including those opposite the Town Hall. The buildings on the eastern side of the square are built from yellow stone, whilst those built on the west are in red brick. The area has high historical and architectural significance.

#### *Upper King Street conservation area declaration*

In the 17<sup>th</sup> Century the first buildings were constructed in the area that is known as King Street. The Cross Street Chapel was the first substantial development to be built. 18<sup>th</sup> Century development took the form of residential properties which were demolished and replaced with the commercial buildings which remain in the area today. The buildings have high architectural and historical significance with their utilitarian façades which provide long views along King Street this contrasts with the financial buildings in the Upper King Street conservation area.

#### *St Ann's Square conservation area declaration*

The area dates back to 1222 where records show a fair and feast for St Matthew was held at the site by the first Norman settlers. In 1709 St Ann's Church was built which retained space for the fair – now known as St Ann's Square. Over the 19<sup>th</sup> and 20<sup>th</sup> century, the buildings around St Ann's Square were developed into a shopping district. St Ann's Square was developed and laid out during the Georgian period.

#### *Parsonage Square conservation area declaration*

The area dates back to 1066 when the area was known as Parson Gardens. Extensive gardens were built in 1421 and used for food growing by pupils associated with St Mar's church (now Manchester Cathedral). During the 18<sup>th</sup> Century the population in the area increased and a new church was built on Parsonage Gardens. Extensive development has taken place in the area from the mid 20<sup>th</sup> Century onwards which has not had an entirely positive impact on the area.

#### *Cathedral conservation area*

The Cathedral area has been the ecclesiastical and scholastic centre of Manchester since the earliest days of the city. The cathedral is surrounded by Victorian commercial buildings including the Corn Exchange. These cluster around the medieval street pattern and bounded on the outside by the curving line of Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank Approach. The area has high historical and architectural significance.

The key conclusions and impact on the significance of the heritage assets is summarised as follows:

*King Street Group 1 (West of Cross Street)* – The relationship is shown in views 1 and 2. The proposal would continue the areas evolution which has changed considerably since the 19<sup>th</sup> Century. The assets in this group are best appreciated looking directly at their primary facades. Their significance as retail premises would remain and there would be no erosion of the main facades which would be legible and understood. The proposal would be a large significant development within their setting but the high quality architecture of the proposal would contribute positively to the local area. The overall effect on the setting of these listed building would be a low level of less than substantial harm.

*King Street Group 2 (East of Cross Street)* – The relationship is shown in views 3 and 4. These assets are best appreciated when looking directly at their primary facades. Their significance as the centre of the financial district would remain legible and understood. The proposal would be a large and significant development in their setting. The impact of the proposal would be minimised when assessed cumulatively with Affinity Living. The high-quality design would contribute positively to the local area. The overall effect on the setting of these listed building would be a low level of less than substantial harm.

*St Mary's Parsonage Group* - The relationship is shown in views 5, 6 and 7. These assets are principally appreciated when looking at their primary facades. The views of 3 St Marys, 31 and 33 King Street West, would be impacted to a greater extent than the other assets as the proposal would obscure the current views of the listed building from the views identified. Notwithstanding this, a car park forms the setting of the listed buildings from these views which would be replaced by the high-quality facades of this development. The proposal would be more active development than Albert Bridge House. The overall effect on their setting would be a low to moderate level of less than substantial harm.

*Railway Viaducts Group* – The relationship is shown in view 8. New development. has changed the setting of the area since the 19<sup>th</sup> Century View 8 shows that the impact of the proposal on the view is modest and would not impact on the significance of the heritage assets which would remain legible and understood.

*105 – 113 Deansgate* - The relationship is demonstrated in view 9. The setting of the area has changed considerably since the 19<sup>th</sup> Century with modern extensions and developments. The proposal would clearly be seen in their setting but its significance would remain legible and understood. The proposal would complement the façade of the listed building due to its repetitive, red brick architecture. The overall effect on its setting would be a low level of less than substantial harm.

*98-116 Deansgate (Kendals)*- The relationship is shown in view 12. New development has continued with a new scheme taking place a Alberton House, 31 and 33 King Street West and Kendals. The proposal would be a further addition. The heritage asset would remain legible and understood and although the proposal would be seen in its setting, the high quality facades and, scale and massing of the



building would not cause any unacceptable level of harm. The overall effect on its setting would be a low level of less than substantial harm.

*Sawyer Arms Public House* - The relationship is shown in view 9. Modern buildings and development have changed the area significantly since the 19<sup>th</sup> Century. The setting of Sawyer Arms is a significant and the proposal would be visible within it. This would cause a degree of harm to the setting but the high quality nature of the proposal would ensure it is a positive addition. The overall effect on the setting of this listed building would be a low level of less than substantial harm.

*Albert Bridge* - The relationship is shown in view 13. Its value is derived from it being an example of Victorian Engineering and for providing a link between Manchester and Salford. The proposal would not affect its significance which would remain appreciated within its context.

*Masonic Temple* - The relationship is shown in view 14. The assets setting has been changed since the 19<sup>th</sup> Century. Its architectural significance is mainly appreciated through its main façade which would remain legible. Its setting has a negative impact on it. The proposal would be significant in that setting and its high quality facades and place making would have a minor beneficial impact on the setting of the building.

*Church of St Ann* – The relationship is shown in view 11. The majority of the views from within the Square would be impacted with the proposal appearing above 15, 17 and 19 King Street which are located behind the church. It would be a significant new feature but would not unduly harm the setting of the listed building or its significance as a whole with the architecture and setting remaining legible and understood. The proposals at Kendals, including the roof top extension, would further obscure the proposal. The massing and design would have a positive impact on the skyline and integrates into the wider cityscape. The overall effect on the setting of this listed building would be a low level of less than substantial harm

*National House* - The relationship is shown in view 11 with the proposal clearly visible. The façade would remain visible and legible with the impact mainly on wider views associated with the setting of St Ann's Square. The overall effect on the setting of this listed building would be a low level of less than substantial harm

*Northern Assurance Building* - The relationship is shown in view 10. The asset and its significance would remain fully appreciated.

*Anglia House* - The relationship is shown in view 10 and the asset and its significance would remain fully appreciated

*Number 1 Albert Square* – The relationship is shown in view 10 and the asset and its significance would remain fully appreciated.

*31 Princess Street* - The relationship is shown in view 10 and the asset and its significance would remain fully appreciated.

*Blackfriars bridge* - The relationship is shown in view 15. The development would be a significant new feature in its setting but its significance would remain fully appreciated and legible.

*Victoria Bridge* - The relationship is shown in view 15. The development would be a significant new feature in its setting but its significance would remain fully appreciated and legible.

*Cathedral Church of St Mary* - The relationship is shown in view 16. The development would be a significant new feature in its setting but its significance would remain fully appreciated and legible.

*Chester's Salford Brewery* - The relationship is shown in view 17. Although the development would form a significant new feature within the setting of the asset, its significance would remain fully appreciated and legible with the proposed development adding to the growing skyline in this viewpoint.

*Lower Campfield Market* - The relationship is shown in view 19. The proposal would not have any direct impact on the assets around the Science museum or their high level of historical significance which would all remain legible and understood.

*Former Liverpool Road Railway Station Station Masers House* - The relationship is shown in view 19. The proposal would not have direct impact on it or its high level of historical and architectural significance which would remain legible and understood.

*Former Manchester Swimming Baths* - The relationship is shown in view 20. The proposal would not have any direct impact on this individual asset or its historical and architectural significance which would all remain legible and understood.

*Manchester Tennis and Racquet Club* - The relationship is shown in view 20. The proposal would not have any direct impact on this individual asset or its historical and architectural significance which would all remain legible and understood.

*Mark Addy Landing* - The relationship is shown in view 13. The proposal would be a change in its setting. However, it would not undermine its significance which would remain legible and understood within its context along the River Irwell.

*Adelphi Bexley Square conservation area* – The relationship is shown in view 24. The proposal would be marginally visible and would be a change in the conservation area. The modest impact on it would not unduly affect its significance as a whole which would remain legible and understood within this urban context.

*Castlefield conservation area* - The relationship is shown in views 18 and 19. The proposal would be visible in views of the Science Museum and Liverpool Road Station and be a change in the conservation area. The impact would be low level with its significance as a whole remaining legible and understood in its urban context.

*St Johns conservation area* - The relationship is shown in view 22. The proposal would result in a modest change to the setting of the asset but the Georgian architecture and spaces would remain legible and understood within this context.

The proposal would add to the varied grain of older and more modern developments in the area.

*St Peter's Square conservation area* - The relationship is shown in view 22. The proposal would be marginally visible behind Central Library and result in a modest change to its setting. Manchester's civic centre would remain legible and understood as a whole within the conservation area.

*Deansgate conservation area* - The relationship is shown in view 9. The condition of the site, its surface parking, orientation of Albert Bridge House and its vacant status have at best a neutral impact on the conservation area. The demolition of the building would result in a taller building at the site. The historical assets in this part of the conservation area would remain legible, however, this proposal would be significant and would result in a low level of less than substantial harm on wider views in the conservation area.

*Albert Square conservation area* - The relationship is shown in view 10. The proposal would not impact on the most important buildings in the conservation area around the Town Hall complex. Whilst this would be a significant development it would complement the growing skyline in this part of the city centre.

*Upper King Street conservation area* - The relationship is shown in views 3 and 4. Although the proposal would not impact on the significance of the financial district, with the buildings in this area remaining legible and understood, it would be a significant new development. This would result in a low level of less than substantial harm on wider views within the conservation area.

*St Ann's Square conservation area* - The relationship is shown in views 1,2 and 11. The proposal would be a significant development rising above listed buildings in the conservation including the Church. Views 1 and 2 demonstrate the impact of the development on views looking west down King Street. The scale and architecture of the proposal integrates into the city scape to minimise the overall impact on the asset. This would result in a low level of less than substantial harm on wider views within the conservation area.

*Parsonage Gardens conservation area* - The relationship is shown in view 6. the conservation area has evolved since the 19<sup>th</sup> Century and the proposal would continue this. It would introduce active frontages and public realm and would improve the setting of 3 St Marys and 31 and 33 King Street West through increased permeability. Nevertheless this is a significant development in the conservation area and result in a low level of less than substantial harm.

*Cathedral conservation area* - The relationship is shown in view 16. Whilst the development is visible it would not impact on the historical and architectural significance of the conservation area which would remain legible and understood.

The scale of the impact and the impact on the significance of the heritage asset would in most instances result in a low level of less than substantial harm to their setting and significance as defined by paragraph 202 of the NPPF. There would be heritage benefits from the removal of this vacant site from the setting of these

heritage assets and enhancements through landscaping and place making. As directed by paragraph 202 of the NPPF, it is now necessary to consider whether the required public benefits would outweigh this harm. These public benefits will be considered in detail below.

### **Assessment of Heritage Impact**

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The City Centre is also the primary economic driver in the City Region and the City Centre must continue to provide commercial and residential developments to meet demand in line with section 6 of the NPPF which states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 367 homes and 46,780 sqm of Grade A office space in a highly sustainable area

The key views demonstrate that the development would have a largely beneficial impact on city scape views although in some of the views, there are listed building and conservation area and there would be localised impacts due to its scale.

The building would be large but would not be out of context with other tall buildings in the area. There would be heritage benefits from the removal of a vacant site in the conservation area.

The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team.

There would be improvements to public realm with 4,130 sqm of landscaping and public spaces including the creation of a pedestrian environment adjacent to the River Irwell. 36 trees would be planted with improved connectivity.

Significant economic and social benefits include the creation of approximately 1,970 construction jobs for the duration of the construction. The GVA associated with these jobs would be £24.5. A further 280 jobs worth £24.5 million in GVA would be created in the supply chain.

When the development becomes operational, 134 jobs would be created in the retail/commercial spaces. The office development is expected to support 2,983 jobs with a GVA of £139 million per annum. Revenue would be generated through business rates.



895 residents are expected to live at the site. The average household expenditure is predicated to be £9.7 million per annum. Council Tax revenue from the 367 new homes is expected to be £2.8 m per annum.

The development would be low carbon. An all electric system would benefit from a decarbonising grid. Photovoltaic panels at the roofs would generate on site energy. 20% of the parking spaces would be fitted with electric car charging points (or infrastructure). 100% cycle provision would be available.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

### **Impact on Archaeology**

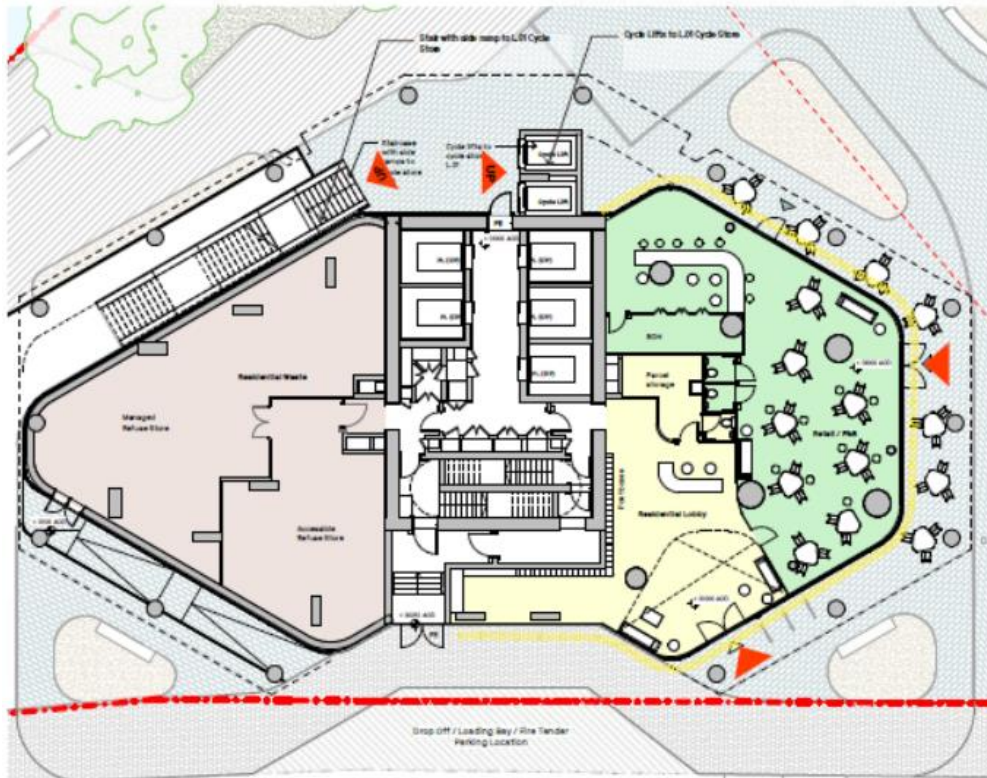
There is archaeological interest mainly in relation to 18<sup>th</sup> and early 19<sup>th</sup> century workers houses, commercial and industrial premises. A watching brief should be maintained with regards to Roman remains which are likely to be low given subsequent development. The archaeological investigations should be carried out in accordance with a scheme which has been submitted and agreed by GMAAS. This should form a condition of the approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

### **Layout, scale, external appearance and visual amenity**

The development would deliver the objectives of the SRF including improving the street level environment, creating high quality public realm and high quality buildings.

The proposal would remove a surface car park, which dominates the site, address issues of permeability with new public realm and introduce two modern buildings, at the gateway to the City. Commercial would activate the street edge.

The 45 storey residential building occupies a key corner of the site. A connected basement with the office building, would provide parking and plant. Commercial units would occupy the ground floor and cycle parking at the first floor. The homes would be on the upper floors and 73% would be dual aspect.



### ***Ground floor of the residential tower building***

The residential building is formed by a series of hexagonal shapes and a faceted infill, which is linked by a central core. This faceted shape provides its distinctive sculpted shape and allows for the creation of a large number of dual aspect homes. The corner living room windows would have full height glazing. The overall effect is a slender tower. The massing consists of four component, three of which steps down from the overall height of 45 storeys from the River Irwell towards the city centre.



***Elevations of the residential tower demonstrating the change in massing***

Double height set backs in the central parts of the tower provide communal amenity spaces which create a unique rhythm to the building.



***Residential tower viewed from the Salford side of the River Irwell***

The ground and floor floors are set back from the main building line providing a spill out area in front of the building allowing external spaces to activate the street edge. A double height expression forms a colonnade in the public realm. There would be a managed lobby on Bridge Street.

All of the homes would have private amenity space with an internal winter garden or external amenity terrace (for the duplex homes). Communal amenity spaces are provided at various levels and would be set back from the building edge and contain different uses including cinema and gyms.





### ***Communal amenity spaces***

The appearance and materials have been inspired by the many red brick buildings in the City. Warm rust and clay tones have been chosen to ensure the building has a distinctive residential identity.

Precast concrete horizontal bands, and vertical glazing create rhythm and proportion to the building. The banding decreases with the height of the building, starting with single storey at the lower levels, increasing to double storey in the middle portion of the building and triple storey at the top.



### ***Single storey bay storey showing composition of banding and cladding***

This graduation of banding provides a solid base to the building and enhances its elegance at the upper levels helping to break down the overall mass.

The building would have anodised windows and different coloured panels. The anodised panels would be in 8 different tones of red, rust, pink, silver and green. The warmer and darker red/rust tones would be used at the lower levels and would transition into a lighter colours as the height increases.

A corrugated anodised green cladding would be used to the core, belt levels, base and top of the tower to complement the rust and red tones. The columns and soffits of the set backs.would be in Polished concrete



***Image of the base of the building***





### ***View from Trinity Bridge***

The commercial building would be between Bridge Street and St Mary's Parsonage fronting the Alberton House development to the east and the River to the north.

The commercial building would be 18 storeys and its massing broken down by amenity terraces at every level. The upper levels would have a green roof and photovoltaic panels.



### ***Amenity terraces***

A consolidated communal roof terrace, at level 16 provides open external amenity space, particularly for those from lower levels which do not have direct access to a terrace. It could larger events for tenants, with panoramic views of the City.



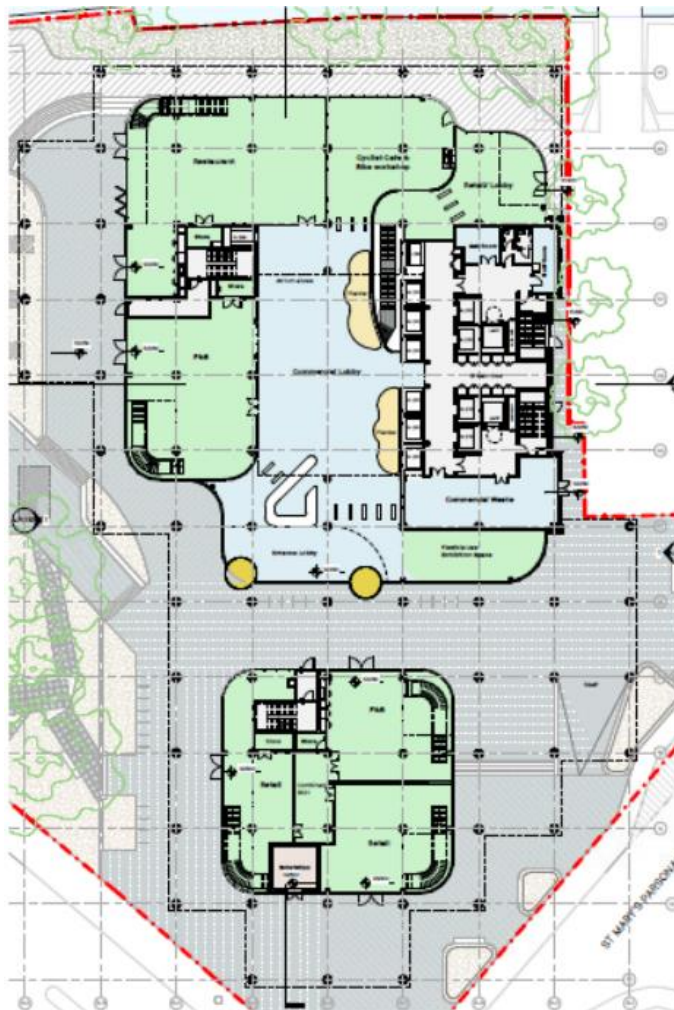
### ***Level 16 amenity space***

The ground floor office entrance would open up into a spacious lobby which connects with the ground and first floor commercial areas. An internal atrium which would run the length of the building providing natural daylight into the office spaces.





*Image of the Atrium space*



***Ground floor layout***



***Image of the commercial building from Bridge Street and its amenity terraces***

The office building has a simple repeating grided form, cutting in when forming the terraces across all stepping levels. An undercroft passage sits on a desire line between St Mary's Parsonage and the central public realm and would be visible at the northern end of King Street West.





***Image of the undercroft passage***

The façade of the office building would contrast with the warmer tones and textures of the residential building. The main façade would contain lightweight anodised metal work and polished concrete and precast masonry would provide solidity at the lower levels. The articulation of the façade is achieved through corrugated profiled cladding or full height glazing. Back painted glass spandrels, with integrated photovoltaic glazed panels would be fitted to the south facing elevations. The stepping columns occur in single or two storey increments and create a rhythm to the façade.

The north elevation would maximise views across the river and the façade is more open and glazed. It also has 3 projecting winter gardens which provide internal amenity space and articulate the façade.

The east elevation has a vertical emphasis where stairwells and double height opening are expressed stacked glazed opening creating a transparent space. Solid and screen panel provides privacy to internal areas.

The south elevation is stepped and would be clearly seen from Bridge Street/St Mary's Parsognage. Glazing is reduced on this elevation due to the solar gain.





***Image from Bridge Street including recessed bronze-orange bay***

The west elevation is similar to the south but depth is created by the stepping volumes. Recessed bay windows with external terraces assist with overheating and acoustics. Each are clad in a warm tone of bronze-orange.

The 45 storey tower would appear a slender, striking feature at this gateway to the City. The height and massing is appropriate and accords with the principles of the SRF. High quality facades would be created through horizontal banding and changes in the colour and tone of the anodised panels. Communal and individual amenity spaces would add to the façade expression.

The 18 storey office building would be a significant building. The stepping terraces would help to reduce its overall mass. A simple grid forms the key element to the façades which vary depending on their position and requirements for overheating. Green anodised metal work would be the dominate material. Conditions would that they are acceptable and the design is delivered to the required standard together with retention of the project architect (which would be secured by a Legal Agreement).

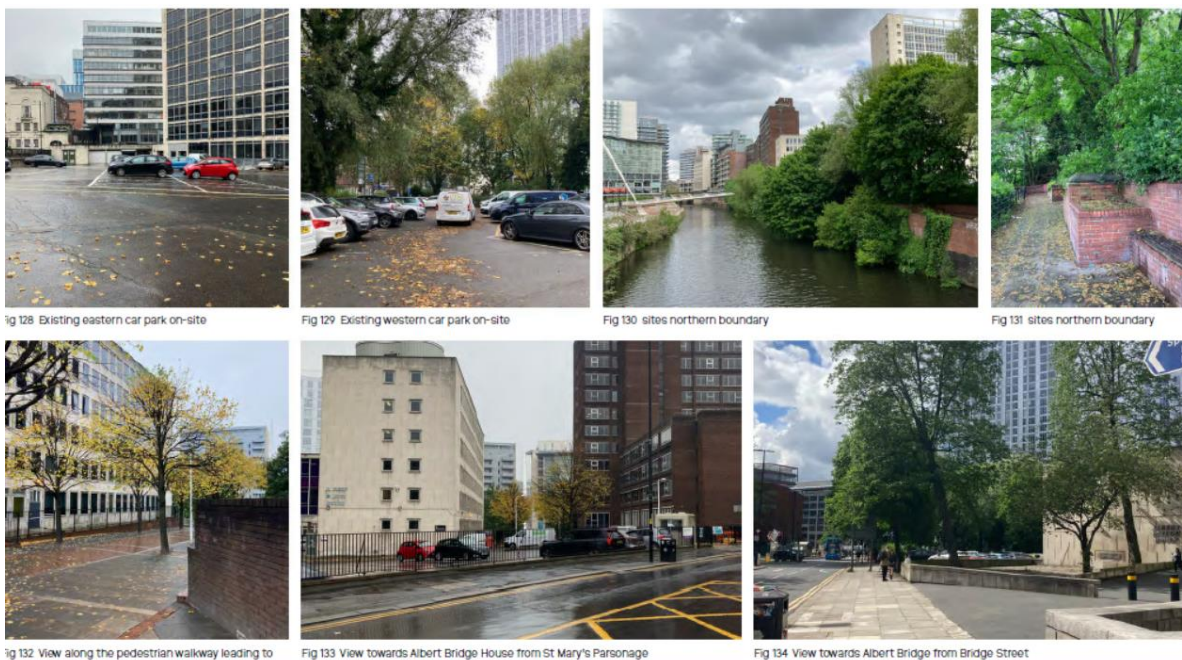
### **Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment**

Green and accessible public realm would enhance the setting of the proposal.



### ***Landscape Masterplan***

The site contains: Albert Bridge Gardens, The Bridge Street car park and Albert Bridge House (and its 4 buildings). Car parking dominates at street level with poor quality public realm. There are TPO trees along the walkway to Albert Bridge House. The northern part of the site by the River is overgrown with vegetation and adjoins a lower terrace seating area. This forms a dead-end and has poor natural surveillance resulting in anti social behaviour. The eastern part of the site contains a pedestrian walkway which leads north to Trinity Bridge allowing pedestrians to cross the River Irwell into Salford.



### ***Images of the current condition of the public realm in and around the application site***





There is an opportunity to activate the water front, improve the streetscape on St Mary's Parsonage and Bridge Street and provide high quality, accessible public realm in the site.

The landscaping and place making proposals consist of four main character areas: Albert bridge Square; River Walk; Building Interfaces; and Motor Square.





Fig 142 Landscape character areas diagram

KEY	
	Albert Bridge Square
	River Walk
	Building Interface
	Motor Square Connection

### **Character areas**

*Albert Bridge Square* is the central space in the proposal. It would be multi functional and hard landscaping would dominate, with low level planting and trees. The TPO trees would be retained and new trees planted. Elements of the natural Portland stone cladding from Albert Bridge House would be reused in the hard landscaping.





***Artist image of Albert Bridge Square***

*River Walk* is a linear route linking to Trinity Bridge. The river bank would be remodelled to create a slope down to the river embankment wall. It would not be accessible to the public, but would improve the visual amenity of the river corridor and improve ecology and biodiversity. The slope would be planted with a meadow that would encourage wildlife to populate the river bank.

A raised walkway would be created next to the slope providing a safe pedestrian route along the River, connecting to Trinity Bridge. Level changes mean the walkway would be raised and extend over the planted slope in two locations to create a viewing platform.

A terrace would be created at the eastern end of the walkway adjacent to the café in the north eastern corner of the commercial building.



***Image of River Walk***

*Building Interfaces* are the areas around the residential and commercial buildings and provide access, external seating and informal gatherings with planting, steps and raised terraces. A large tree would mark the entrance and improve the setting of the development on Bridge Street.



***Image of the Building Interfaces***

*Motor Square Connection* is a pedestrianised area between the commercial buildings and public square to the south. Trees would be planted on the eastern boundary and add greenery to the approach along St Mary's Parsonage.





***Image of the Motor Square Connection***

Lighting would ensure that areas are safe and secure. Albert Bridge Square would have sculptured lighting poles. The lighting along the River Walk needs to minimise the impact on the wildlife corridor. Lighting would be focused downwards back towards the public realm to prevent horizontal or vertical spill across the river.





### ***Proposed lighting scheme***

A landscape management strategy should be agreed through a condition. Seating with integrated back and arm rests would be provided at 50 metre intervals.

The roof terraces would form private outdoor amenity spaces for the commercial building. Vegetation would be visible from street level and add to the character and appearance of the buildings.



### ***Layout of the roof terraces***



## **Impact on Trees**

15 trees (3 of which are have TPO's) and 3 tree groups have been assessed and are classified as follows:

- Category A (High Value) – None
- Category B (Moderate Value) – 10 individual trees and 5 group trees
- Category C (Low Value) – 3 individual trees and 1 group tree
- Category U (Unsuitable for retention) – 2 individual trees

The TPO trees would be retained but 7 individual trees and 2 group category B trees, 2 individual and group category C trees and the category U trees would be removed.

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer should demonstrate how this loss would be mitigated in terms of quantity, quality, function and future management.

The trees cannot be retained as part of the proposal which would deliver the significant regeneration benefits. 36 trees would be planted to mitigate those lost. This would bring biodiversity benefits which are considered elsewhere within this report. This would satisfy policy EN9 of the Core Strategy.

## **Impact on Ecology**

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. The site and buildings have limited potential to support bats and bird but should be surveyed at an agreed time prior to demolition. No vegetation should be removed during bird nesting season.

A management strategy must be agreed to deal with Giant Hogweed and other invasive species along the boundary of the River and should be a condition. An environmental management plan should be agreed to reduce the risk of dust and debris slipping into the river.

The planting and trees and bird and bat boxes would enhance green infrastructure, biodiversity and the ecological value of the site. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

## **Effects on the Local Environment/ Amenity**

(a) Sunlight, daylight, overshadowing, glare and overlooking

### *Sunlight and daylight*

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF) methods. For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed:

- The Century Buildings
- 2 – 18 Left Bank Apartments
- 29 New Bailey Street
- 32 Quay Street
- The Bridge, 40 Dearmans Place

Consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards.

*The Century Buildings* 5 windows too two rooms have been assessed and 5 windows and the 2 rooms would have a high level of compliance for VSC and full compliance for NSL. 5 windows are acceptable for sunlight.

*2 – 18 Left Bank Apartments* 157 windows to 74 rooms were assessed for daylight. 120 (76%) would meet the BRE criteria for VSC. 26 would experience a reduction of between 20-30%, 8 between 30-40%, 6 between 30-32.65% and 3 in excess of 40%. 26 of the remaining 37 windows already have VSC levels of 12% or less and where there is the largest reductions, those windows already have very low existing levels.

63 (85%) of the 74 rooms assessed would meet the BRE criteria for NSL. 7 rooms would experience an alteration of between 20-30% and two would be in excess of 40% (one of which is a bedroom which has a lower requirement for daylight and the other a living space which already has a low existing level of daylight of 36%).

74 (87%) of the 85 windows tested for sunlight would meet the BRE criteria and 100% would meet the criteria for winter sunlight. The 11 windows which do not meet the criteria, 1 window experiences a change of between 20-30%, two windows between 30-40% and 8 windows in excess of 40%. 8 of the 11 windows currently do not meet the criteria and have an PSH level of between 1 and 2%.

The overall impact on this property is within an acceptable limit. There is approximately 142 metre between the proposed development and the Left Bank Apartments. This is considered to be an acceptable distance and would minimise and sense that the proposed development would have an overbearing or overshadowing impact on these apartments.

A number of widows already have a low light levels due to the proximity of other surrounding buildings such as the People's History Museum, which reduces their view of the sky. This relationship means the windows are susceptible to even small



changes in VSC. It should be noted that many of the rooms which are effected are bedrooms and/or are served by other windows meaning the overall perception of change in levels would be low. In addition, the majority meet the windows and rooms would still meet the BRE guidelines. The impacts outlined are not considered of a magnitude which would warrant refusal of the application.

*29 New Bailey Street* 512 window to 447 rooms were assessed for daylight. 408 (80%) windows would mee the BRE criteria. 97 of the remaining 104 windows would experience a reduction between 20-30% and 7 would experience a reduction between 30-40%. These 7 windows would retain an average 24% which is marginally between the 27% recommendation of the guidelines. All 447 rooms would meet the NSL criteria.

All windows would meet the BRE criteria for annual sunlight, and 510 would meet the criteria for winter sunlight. The 3 windows which would not meet the criteria for annual sunlight would experience reduction of 25%. Two of these windows serve bedrooms which do not normally require assessment under the guidelines.

Overall the level of impact on this property is within an acceptable limit for daylight and sunlight. The majority of the window meet the BRE guidelines resulting a minor degree of harm to a small number of windows and rooms which would not warrant refusal of the application.

*32 Quay Street* 274 windows to 242 rooms were assessed. 67 (24%) would meet the BRE criteria. 24 would experience a reduction of between 20-30%, 122 reduce by 30-40% and 61 in excess of 40%. The average retained VSC across the 61 windows would be 18% which is not considered to be unusual in a city centre context.

97 (40%) of the 242 rooms tested for NSL would experience negligible change. 44 rooms would experience an alteration between 20-30%, 52 Between 30-40% and 49 in excess of 40%. 20 of these 49 would be bedrooms The remaining 29 rooms are deep single aspect living spaces (deeper than 5 metres). Nevertheless, these rooms retain a view of the sky of 50% or more of their total area ensuring that direct skylight extends into the rear part of the room.

214 (78%) of the 274 windows would meet the winter sunlight whilst 264 (96%) would meet the annual sunlight. Of the 60 windows that didn't meet the criteria, 1 window saw a reduction between 20-30% and 59 in excess of 40%. 15 of these 59 windows currently have winter sunlight below the recommended 5%. 48 of these 59 windows are bedrooms with the remaining 11 serving main living spaces. 10 that fall below the criteria for annual sunlight in excess of 40% are bedrooms.

Overall the level of impact on this property is within an acceptable limit for daylight and sunlight. A large number of windows and rooms would experience a reduction in daylight and sunlight. However, these windows and rooms already experience low levels. In other cases they serve bedrooms. The impacts are considered acceptable within a city centre context and would not warrant refusal of the application.

*The Bridge 40 Dearman Place.* 101 windows to 58 rooms were assessed. 14 (14%) windows would meet the BRE criteria for VSC. 52 would experience a reduction of between 20-30%, 29 a reduction of 30-40% and 6 in excess of 40%. The majority of the windows and rooms in this building sit beneath overhanging balconies which limits daylight and sunlight levels. The position and scale of 32 Quay Street further impacts upon this.

57 (98%) of the 58 rooms meet the NSL criteria within the remaining 2% of rooms experiencing a change of between 20-30%.

74 (73%) windows would meet the BRE criteria for winter sunlight. 27 would experience a reduction in excess of 40% with a large number serving bedrooms.

71 (70%) windows would meet the annual sunlight criteria. 15 would experience an alteration between 20-30%, 14 between 30-40% and the remainder in excess of 40%. A large portion of these windows are bedrooms. As with the daylight results, the balconies have had a major impact.

The overall impact on this property is within an acceptable limit for daylight and sunlight. A large number of windows and rooms would experience a reduction in daylight and sunlight. However, these already experience low levels. In other cases they serve bedrooms. The impacts are considered acceptable within a city centre context and would not warrant refusal of the application.

### *Overshadowing*

The impact of the development on adjacent amenity areas (both permanent and transient overshadowing) has also been considered. The areas are:

- Public Amenity Space, 32 Quay Street
- Public Amenity Space, Clermont-Ferrand Square
- Public Amenity Space, Motor Square
- The River Irwell

In terms of permanent overshadowing, public Amenity Space 32 Quay Street, public Amenity Space Motor Square and the River Irwell would meet the BRE criteria and experience negligible change as a result of the development.

At the public Amenity Space at Clermont-Ferrand Square, in front of the Lowry Hotel on the other side of the River Irwell, 98% of the area receives at least 2 hours of direct sunlight. This reduces to 28% with the proposal in place (an alteration in excess of 40%) in the winter months. The assessment also considered the impact on this amenity space in the summer months when the sun is higher in the sky. The area would receive over two hours of sunlight to 97% of the area resulting improved conditions during the summer period.

The impact on this area is acknowledged but has to be considered in the context of the city centre which amenity areas such as this will be sensitive to change. On this basis it is not considered that this would warrant refusal of the application.

In terms of transient overshadowing, the assessment acknowledges that due to the scale of the building overshadowing will occur and the impacts are below:

Public Amenity Space 32 Quay Street – a shadow currently passes over this area during the first half of the day. A longer shadow would occur with the development in place which will stay in place longer until 15:00 (currently 13:00).

Public Amenity Space Clermont-Ferrand Square – no overshadowing currently occurs over this area. The proposed development would cast a shadow over this area between 13:00 and 16:00.

Public Amenity Space, Motor Square – this area would not experience any change

The River Irwell – the proposal would cast a larger shadow over the Irwell from west to east between 09:00 and 16:00 but would move quickly throughout the day.

Clermont-Ferrand Square would experience the larger magnitude of change but would continue to experience good levels of sunlight in the summer months when the outdoor space is in greatest use minimising the overall effect of the development. .

#### (b) TV reception

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

#### (c) Air Quality

The site is in the Greater Manchester Air Quality Management Air (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses.

These uses could be affected by construction traffic and that associated with the completed scheme and have been identified as having a high to medium sensitivity to local air quality conditions.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter of less than 10 µm (PM<sub>10</sub>) and less than 2.5 µm (PM<sub>2.5</sub>) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

Both the construction and operational impacts of the development on air quality have been considered.

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are larger apartment buildings within a 20-50 metre radius of the site and other properties and buildings up to 200 metres away that would be affected by construction vehicles accessing the site. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be high for demolition, earthworks, and construction and medium for trackout activities. The main impact on local air quality conditions would be dust from the demolition and construction activities. The impact from construction traffic would be lower due to condition and surface material of Bridge Street with 25 vehicles per day in the worst case scenario.

With appropriate mitigation in place, such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, the impact on local air quality conditions should be minimised. These measures would be secured through the construction management plan condition.

Consideration has been given to the impact on quality conditions on future occupants of the development and the surrounding area when the development is occupied. Although the development would generate traffic, it would not create new impacts on air quality conditions (NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>).

The number of parking spaces would be reduced to 21 spaces (a reduction of 51 spaces) and would all be fitted with an EV charging point. 696 cycle spaces would be provided with an additional 50 spaces in the public realm. A travel plan would encourage public transport use and reduce vehicle trips.

As the development would operate on an all electrical system (through the use of air source heat pumps), there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.



#### (d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The pedestrian safety and comfort for current wind conditions, shows that most locations are safe. In the summer months, Motor Square and Clermont- Ferrand Square have slightly windier conditions but are suitable for their intended use.

The proposal would have a minimal impact on pedestrian safety with conditions predicted to be in line with current conditions with conditions at improving at Motor Square Clermont- Ferrand Square.

Building entrances, the passageway through the commercial development and commercial terraces associated with the proposed development would be acceptable.

The wind assessment demonstrates that mitigation through landscaping is required to ensure the public realm is for its intended purpose. The residential terraces are likely to experience windy conditions which may make them unsuitable for use. Mitigation in the form landscaping and restricting access would be required.

#### **Noise and vibration**

A noise assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from external noise, particularly nearby roads. This would be verified prior to occupation. Acoustic insulation would be required to the commercial and workspace accommodation to prevent unacceptable noise transfer.

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

## **Waste management**

Each apartment would have storage for refuse, recyclable and compostable materials in the kitchen and utility area. Separate compartments would be provided for each waste stream. Residents would be responsible for taking waste to the waste store on the ground floor next to the buildings cores. The total amount of waste storage would be in line with the City Council waste guidance: 205 sqm is proposed (158 sqm is required by the guidance).

50% of the bins would be dedicated to recycling, combining mixed recycling, glass and organic (food). The management company would monitor the recycling rates and promote actively high recycling rates.

The office development would have an independent waste store with space up to 34,100 litre bins located at the ground floor. 60% of the bins would be dedicated to recycling, combining mixed recycling, glass and organic (food). A back of house room is to be created to support the waste management in the commercial uses.

A loading bay would be provided on St Mary's Parsonage and Bridge Street for the commercial and residential buildings respectively.

Environmental Health consider the waste arrangements to be acceptable.

## **Accessibility**

All main entrances would be level. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards with adequate circulation space. The applicant has demonstrated that all apartments can be adapted to be fully accessible (M4 (2) standard). These would incorporate a level access shower and appropriate turning area. There would be 4 accessible spaces for the residential and 8 accessible spaces for the commercial part all of which would be located in the joint basement car parking area.

## **Flood Risk/surface drainage**

The site is primarily situated in Flood Zone 1 with a less than 1 in 1000 annual probability of river flooding. The river bank section is in Flood Zone 3 with a greater than 1 in 100 annual probability of flooding.

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

The residential use is identified as 'More Vulnerable' with offices and commercial space being 'Less Vulnerable'.

A Flood Risk Assessment identifies that the layout of the buildings, their usage and public realm are in parts of the site which reduces their flood risk or are compatible with water such as public realm. A portion of the office building is in Flood Zone 3 but the residential building is entirely in Flood Zone 1. The uses are appropriate for the different elements of the site and susceptibility to flood risk.

The Environment Agency have raised no objection on the basis the proposal is carried out in accordance with the Flood Risk Assessment to secure the relevant mitigation required to minimise the risk to flooding at the development. This should therefore be a condition.

The sites location in Flood Zone 3, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG.

The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

As the more sensitive building uses have been located in Flood Zone 1, with the least vulnerable elements located in Flood Zone 3 ie public realm and the offices, the requirements of the Sequential Test have been satisfied.

The site is a long-standing regeneration priority for the City Council and has been identified within St Marys Parsonage SRF. This brownfield site could accommodate high density housing and 367 homes, 54,850 sqm of office accommodation and new place making including opening up pedestrian access to the River Irwell. This would contribute positively to the Council housing land supply and Grade A office provision. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

Only public realm and a small portion of the office building are in Flood Zone 3. The public benefits would be significant and meets the requirements of the Exception Test. Management would ensure that users are not vulnerable in the event of a flood.

A surface water drainage scheme is required to manage surface water. The green infrastructure would provide sustainable measures to manage surface water. Final details of the surface water drainage scheme are to be agreed by condition.

The Flood Risk Management Team and the Environment Agency have raised no objection on the basis that flood mitigation measures are put in place together and final details of a drainage scheme agreed..

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

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

A transport statement notes that all sustainable transport modes are nearby. A 24 space car park would be created for both the residential and office parts of the

development. 8 spaces would be available for the residential, 4 of which would be accessible and 3 which would be designated for car club bays. There would be 16 spaces for the office development of which 8 would be accessible and 6 being available for car club. All would be fitted with an electric vehicle charging point.

100% cycle provision is proposed. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

Servicing would take place from Bridge Street for the residential building and St Mary's Parsonage for the office building. Subject to a detailed design the St Mary's Parsonage is acceptable.

Modifications would be required to the Bridge Street to ensure that the operations of loading bay is safe, including the removal of the conflict with the traffic signals. A committed sum has been agreed towards highway improvements on Bridge Street to modify the highway to accommodate the proposed loading bay.

In the event the improvement works along Bridge Street have not been completed when the residential building becomes occupied, a temporary servicing arrangement along Bridge Street would need to be created and would be secured condition. Final details of the access arrangements to the basement car park are also required to be agreed by planning condition.

The proposal would make significant improvements the public realm and highway network around the site including re-instating redundant footways and improved pedestrian environment.

A travel plan and construction management should be agreed by planning condition.

The proposals are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. Alterations would be made to the surrounding road network to ensure that the loading arrangements are acceptable. The proposal accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

### **Designing out crime**

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

### **Ground conditions**

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified, this include assessment of the impacts on ground water and approval of the piling method. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.



## **Construction management**

The construction programme would last for approximately 3.5 years and include demolition, ground works and utility diversions, foundations, frame construction, façade cladding and internal fit out. There would be two main construction phases.

The development has two main components: Residential Building A in the western part of the site and Office Building B located in the eastern part. The buildings may be delivered concurrently or in separate phases.

All HGV traffic would use Bridge Street. Dust mitigation measures would be employed in the interest of air quality and plant and equipment would be fitted with silencers and would take place during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and businesses and comings and goings are likely to be noticeable. However, these impacts should be only associated with the length of the construction, are predictable and can be mitigated against. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on the road.

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

## **Aerodrome Safeguarding**

There are no aerodrome safeguarding concerns with regards to this proposal subject to an informative about the use of cranes during construction.

## **Fire Safety**

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control.

A number of queries raised by the HSE have been addressed during the course of the application. It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

## **Permitted Development**

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the new building apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

## **Legal Agreement**

A legal agreement under section 106 of the Planning Act would secure a mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading “Affordable housing”.

There would also be a contribution towards highway improvement works along Bridge Street in order to create a safe highway and pedestrian environment to service this development in line with policy DM1 of the Core Strategy as explained in the paragraph with the heading “Impact on the highway network/car/cycle parking and servicing”.

There would also be provision within the legal agreement to ensure that the architect is retained to deliver the scheme in the interest of preserving the architectural quality of the scheme in line with policies EN1 and DM1 of the Core Strategy as explained in the paragraph with the heading “Visual Amenity”.

## **Conclusion**

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

This is in an important site in the St Mary’s Parsonage SRF which is suitable for a high density development. Whilst Albert Bridge House has some historical and architectural merit as an example of post war architecture and planning, it lacks features and is not a fine example of a building from this era. Its vacant nature and poor quality environs undermines the regeneration opportunities for this area. Redevelopment is necessary to realise the significant regeneration benefits outlined in this report which include a significant continuation to the city’s housing land supply through the provision of 367 new homes and Grade A office space.

One, two and bedroom homes would be created with ancillary amenity spaces, residents lounges, gym and active ground floor commercial uses. Each tower would have their own distinctive, architecture which would make a positive addition to the city skyline. The building would be of a high standard of sustainability. The buildings would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply and carbon reductions.

There would be no contribution to affordable housing due to constraints within the viability but this would be reviewed at a later stage. Significant improvements would be made to public realm including a contribution towards highway improvements.

The impact on the local area, including residential properties, businesses, road and recreational areas, has been assessed and there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, solar glare, contamination or loss of daylight and sunlight. Where harm does arise, it can be mitigated, and would not amount to a reason to refuse the planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on surrounding conservation areas and listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 202 of the NPPF).

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

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

**Recommendation**      **Minded to Approve subject to the signing of a section 106 agreement in relation a future review of the affordable housing position, to secure monies**

**associated with highway improvement works along  
Bridge Street and secure the retention of the project  
architect**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development and impact heritage assets. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Conditions of approval**

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

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

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

#### **Drawings**

0412-SEW-AA-00-DR-A-PL1100, 0412-SEW-AA-01-DR-A-PL1101, 0412-SEW-AA-05-DR-A-PL1105, 0412-SEW-AA-10-DR-A-PL1110, 0412-SEW-AA-11-DR-A-PL1111, 0412-SEW-AA-12-DR-A-PL1112, 0412-SEW-AA-14-DR-A-PL1114, 0412-SEW-AA-22-DR-A-PL1122, 0412-SEW-AA-23-DR-A-PL1123, 0412-SEW-AA-34-DR-A-PL1134, 0412-SEW-AA-35-DR-A-PL1135, 0412-SEW-AA-36-DR-A-PL1136, 0412-SEW-AA-40-DR-A-PL1140, 0412-SEW-AA-45-DR-A-PL1145, 0412-SEW-BB-00-DR-A-PL1160, 0412-SEW-BB-01-DR-A-PL1161, 0412-SEW-BB-02-DR-A-PL1162, 0412-SEW-BB-03-DR-A-PL1163, 0412-SEW-BB-04-DR-A-PL1164, 0412-SEW-BB-05-DR-A-PL1165, 0412-SEW-BB-06-DR-A-PL1166, 0412-SEW-BB-07-DR-A-PL1167, 0412-SEW-BB-08-DR-A-PL1168, 0412-SEW-BB-09-DR-A-PL1169, 0412-SEW-BB-10-DR-A-PL1170, 0412-SEW-BB-11-DR-A-PL1171, 0412-SEW-BB-12-DR-A-PL1172, 0412-SEW-BB-13-DR-A-PL1173, 0412-SEW-BB-14-DR-A-PL1174, 0412-SEW-BB-15-DR-A-PL1175, 0412-SEW-BB-16-DR-A-PL1176, 0412-SEW-BB-17-DR-A-PL1177, 0412-SEW-BB-18-DR-A-PL1178, 0412-SEW-BB-19-DR-A-PL1179, 0412-SEW-BB-ZZ-DR-A-PL1213, 0412-SEW-BB-ZZ-DR-A-PL1214, 0412-SEW-BB-ZZ-DR-A-PL1320, 0412-SEW-BB-ZZ-DR-A-PL1321, 0412-SEW-BB-ZZ-DR-A-PL1322, 0412-SEW-BB-ZZ-DR-A-PL1323, 0412-SEW-BB-ZZ-DR-A-PL2319, 0412-SEW-BB-ZZ-DR-A-PL2320, 0412-SEW-BB-ZZ-DR-A-PL2321, 0412-SEW-BB-ZZ-DR-A-PL2322, 0412-SEW-BB-ZZ-DR-A-PL2323, 0412-SEW-BB-ZZ-DR-A-PL2324, 0412-SEW-BB-ZZ-DR-A-PL2325, 0412-SEW-BB-ZZ-DR-A-PL2326, 0412-SEW-ZZ-ZZ-DR-A-PL0100, 0412-SEW-ZZ-ZZ-DR-A-PL0101, 0412-SEW-ZZ-ZZ-DR-A-PL0102, 0412-SEW-ZZ-



ZZ-DR-A-PL0200 and 0412-SEW-ZZ-ZZ-DR-A-PL0201 received by the City Council, as Local Planning Authority, on the 5 January 2023

0412-SEW-AA-01-DR-A-PL1101, 0412-SEW-ZZ-ZZ-DR-A-SK0085, 0412-SEW-AA-00-DR-A-PL1100 and 0412-SEW-ZZ-ZZ-SK-A-SK0086 received by the City Council, as Local Planning Authority, on the 14 March 2023

0412-SEW-AA-ZZ-DR-A-PL1210 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1211 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1212 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1310 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1311 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2310 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2311 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2312 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2313 REV 1, 0412-SEW-AA-ZZ-DR-A-PL2314 Rev 1 and 0412-SEW-AA-ZZ-DR-A-PL2315 Rev 1 received by the City Council, as Local Planning Authority, on the 23 May 2023

### Supporting information

Landscaping Plans prepared by Studio Egret West, Design and Access Statement (including Landscaping) prepared by Studio Egret West, Accommodation Schedule prepared by Studio Egret West, Planning and Tall Building Statement prepared by Oval Real Estate, Statement of Consultation prepared by Counter Context, Archaeology Desk-Based Assessment prepared by University of Salford, Tree Report prepared Urban Green, Air Quality Assessment prepared by Hoare Lea, Broadband Assessment prepared by Pager Power, Crime Impact Statement prepared by Greater Manchester Police (GMP), Preliminary Ecological Appraisal prepared by Urban Green, Energy Strategy prepared Hoare Lea, Environmental Standards Statement prepared Hoare Lea, BREEAM New Construction 2018 Pre-Assessment Report prepared Hoare Lea, Fire Engineering Brief prepared by Urban Change, Flood Risk Assessment prepared AKT II, Drainage Strategy Report prepared AKT II, Green and Blue Infrastructure Statement (appended to the Design and Access Statement) prepared AKT II, Phase I Desk Study Report prepared by Soiltechnics, Heritage Statement prepared by Oval Real Estate, Local Labour Agreement prepared by Oval Real Estate, Residential and Operational Management Strategy prepared by CBRE, Environmental Noise Survey prepared by Hoare Lea, TV Reception Survey prepared by Pager Power, Technical Aerodrome Safety Assessment prepared by Pager Power, Interim Travel Plan prepared by Curtins, Transport Statement prepared by Curtins, Ventilation Strategy prepared by Hoare Lea, Viability Assessment prepared by CBRE and waste management strategy prepared by Curtins

All of the above documents were received by the City Council, as Local Planning Authority, on the 5 January 2023

### Environmental Statement Volume 1:

- Chapters 1-5: Introductory Chapters prepared by Turley
- Chapter 6: Noise and Vibration prepared by Hoare Lea
- Chapter 7: Townscape and Visual prepared by Urban Green
- Chapter 8: Daylight, Sunlight and Overshadowing prepared by Avison Young
- Chapter 9: Wind Microclimate prepared by AKT II
- Chapter 10: Socioeconomic and Human Health prepared by Ekosgen

- Chapter 11: Climate Change prepared by Hoare Lea
- Chapters 12-13: Concluding Chapters prepared by Turley

#### Environmental Statement: Non-Technical Summary

Volume 2: Technical Appendices to Primary Report prepared by Turley

Volume 3: Non-Technical Summary prepared by Turley

Volume 4: Environmental Management Plan prepared by Turley

All of the above documents were received by the City Council, as Local Planning Authority, on the 5 January 2023

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

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

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

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

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

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the arboricultural report prepared by Urban Green received by the City Council, as Local Planning Authority, on the 5 January 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and

shall be planted at such time, as may be specified in writing by the local planning authority.

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

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

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

7) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Giant Hogweed and Japanese Knotweed at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

8) Prior to any demolition of the existing building, the buildings will be subject to a minimum of one dusk survey at an optimal time of year which shall be submitted for approval in writing, by the City Council, as Local Planning Authority. The building shall only be demolished once written agreement has been provided.

Reason – In the interest of ecology and establishing any bat roost at the site pursuant to policy EN15 of the Manchester Core Strategy (2012).

9) Prior to any demolition, site clearance and earth moving, a method statement to protect the River Irwell from accidental spillages, dust, overland flow and debris shall be submitted for approval in writing by the City Council, as Local Planning Authority. The agreed statement shall be implemented and maintained for the duration of the construction works.

Reason – In the interest of protecting the River Irwell from the construction activities at the site pursuant to policy EN15 of the Manchester Core Strategy (2012).

10) Prior to the demolition of the buildings, a detailed construction management plan outlining working practices for the proposed development demolition shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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).

11) Prior to the commencement of a phase of development (excluding demolition), a detailed construction management plan outlining working practices for the proposed development construction shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The phase of the development shall be carried out in accordance with the approved construction management plans for the duration of the construction parts of the development.



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).

12) The development hereby approved shall be carried out in accordance with the submitted Flood Risk Assessment prepared by AKT II Ltd (ref: 5222M/revC) received by the City Council, as Local Planning Authority, on the 5 January 2023. This shall include the measures for any opening of the basement towards the riverbank to be set above 27.30 AOD.

The mitigation measures shall be fully implemented prior to occupation and use of each phase of the development. The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

13) a) Prior to the commencement of a phase of the development, details of a Local Labour 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 Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work for that phase 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).

14) A phase of development hereby approved shall not commence until details of the method for piling, or any other foundation design using penetrative methods for that phase, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during that phase of construction of the development.

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

15) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted for approval in writing by the City Council, as local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
  - archaeological evaluation trenching;
  - pending the results of the above, an open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
  - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

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

16) a) Notwithstanding the Soiltecnic Phase I desk top assessment dated December 2022 reference STU5827-R01-REVC, 5 January 2023, a phase of the development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Submission of Site Investigation Proposals
- Submission of a Site Investigation and Risk Assessment Report
- Submission of a Remediation Strategy

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the first occupation/use of the relevant phase of the development.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development shall

be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

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

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

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

18) Notwithstanding the details submitted on the Drainage Strategy Report prepared by AKT II, received by the City Council, as Local Planning Authority, on the 5 January 2023, (a) a phase of the development shall not commence until a scheme for the drainage of surface water from the development for that phase shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;
- Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with

appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- MSCCL consents / approval confirmation required
- Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
- A feasibility study and details of the Green / Blue Roof;
- For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

19) Notwithstanding drawings 0412-SEW-ZZ-ZZ-DR-A-PL0100, 0412-SEW-ZZ-ZZ-DR-A-PL0101, 0412-SEW-ZZ-ZZ-DR-A-PL0102, 0412-SEW-ZZ-ZZ-DR-A-PL0200 and 0412-SEW-ZZ-ZZ-DR-A-PL0201 received by the City Council, as Local Planning Authority, on the 5 January 2023, (a) prior to any above ground works associated with a phase of the development, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.



(b). The approved details shall then be implemented and be in place prior to the first occupation of the phase of the development hereby approved.

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.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

20) Prior to the first occupation/use of a phase of the development, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant phase will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

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

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

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

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

22) Each phase of development shall be carried out in accordance with the Environmental Standards Statement and Energy Strategy prepared by Hoare Lea received by the City Council, as Local Planning Authority, on the 5 January 2023.

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

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

23) The office development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a Outstanding rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within three months of the buildings hereby approved being first occupied.

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

24) Notwithstanding the Environmental Noise Survey received by the City Council, as Local Planning Authority, on the 5 January 2023, (a) Prior to the first occupation/use of each phase of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L<sub>aeq</sub>) below the typical background (LA<sub>90</sub>) level at the nearest noise sensitive location.

(b) Prior to the first occupation/use of each phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

25) (a) Notwithstanding the Environmental Noise Survey received by the City Council, as Local Planning Authority, on the 5 January 2023, prior to the first use of offices, commercial units and gymnasium (and any other relevant uses) in each phase of the development, a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within a relevant phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

26) (a) Notwithstanding the Environmental Noise Survey received by the City Council, as Local Planning Authority, on the 5 January 2023, prior to the any above ground works, excluding demolition, associated with the residential phase of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads shall be submitted for approval in writing by the City Council as Local Planning Authority.

There may be other actual or potential sources of noise which require consideration on or near the site.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The

following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

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

Living Rooms (daytime - 07.00 - 23.00) 35 dB  $L_{Aeq}$

Gardens and terraces (daytime) 55 dB  $L_{Aeq}$

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB ( $L_{eq,5min}$ ), respectively.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase B/C of this development.

(b) Prior to the first occupation of the residential accommodation, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

27) Notwithstanding the Waste Management Strategy prepared by Curtins received by the City Council, as Local Planning Authority on the 5 January 2023, prior to any above ground works, excluding demolition, details a waste management strategy for the storage and disposal of refuse for the residential phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element and shall remain in situ whilst the use or development is in operation.



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

28) Notwithstanding the Waste Management Strategy prepared by Curtins received by the City Council, as Local Planning Authority on the 5 January 2023, prior to any above ground works, excluding demolition, details a waste management strategy for the storage and disposal of refuse for the office phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the office development and shall remain in situ whilst the use or development is in operation.

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

29) Notwithstanding the Waste Management Strategy prepared by Curtins received by the City Council, as Local Planning Authority on the 5 January 2023, prior to the first use of any ground floor commercial unit with a phase of the development, details of a waste management strategy for the storage and disposal of refuse for the office phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the commercial units and shall remain in situ whilst the use or development is in operation.

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

30) Prior to the first use of new commercial units within each phase of the development, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment and river corridor the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

32) 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 21 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.

33) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for a phase of the development:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): 10:00 to 18:00

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

34) Prior to the first use of the commercial units within a phase of the development, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces.

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

35) Prior to the first use of the commercial spaces within a phase of the development, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in that phase and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

36) Each commercial unit, within each phase shall remain as one unit 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.

37) The commercial units within each phase of development shall be occupied as Class E (excluding convenience retail) and Sui Generis: Drinking Establishment) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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 (2012).

38) In the event that any of the commercial unit in a phase of the development is occupied as a café/restaurant, drinking establishment live music, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
  - o Dispersal policy;
  - o Mechanism for ensuring windows and doors remain closed save for access or egress 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 (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

39) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential accommodation (Class C3(a)) shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). this does not preclude two unrelated people sharing a property.

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

40) The residential accommodation hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

41) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 5 January 2023. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of each phase of the development the City Council, as Local Planning Authority, must acknowledge 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.

42) A phase of the development shall be carried out in accordance with the Travel Plan Framework prepared by Curtins received by the City Council, as Local Planning Authority, on the 5 January 2023.

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

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

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

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

43) Prior to the first occupation/use of a phase of the development, the cycle storage, as indicated on drawing 0412-SEW-AA-01-DR-A-PL1101 received by the City Council, as Local Planning Authority, on the 5 January 2023 shall be implemented and made available upon first occupation/use of the residential and office elements of the development and thereafter retained and maintained in situ.

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

44) Prior to the first occupation of the residential and office element within a phase of the development the car parking layout as indicated on drawing 0412-SEW-ZZ-B2-DR-A-PL0999 stamped as received by the City Council, as Local Planning Authority, on the 5 January 2023 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

45) Prior to the first occupation and use of a phase of the development, details of the provision of the electric vehicle charging for the car parking for that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include provision of electric vehicle charging for all vehicles associated with that phase and that the specification would be fast charging at a minimum of 7kw.

The electric vehicle charging shall be implemented prior to the first occupation of phase and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

46) Prior to the first occupation/use of a phase of the development, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Re-surfacing of footways and dropped kerbs together with the installation of tactile paving;
- Re-instatement of redundant footways and dropped kerbs;
- Tree planting;
- Creation of loading bay to St Mary's Parsonage;
- Creation of a loading bay to Bridge Street.
- In the event, that highway improvement works have not been completed to Bridge Street upon first occupation of the residential element of the scheme, a temporary arrangement to close a lane on Bridge Street to facilitate the loading bay.

The approved scheme for that phase shall be implemented and be in place prior to the first occupation/use of that phase of the development.

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).

47) Notwithstanding the TV reception study prepared by Pager Power, received by the City Council, as Local Planning Authority, on the 5 January 2023, within one month of the practical completion of each phase of the development, 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 to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before a phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing 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.

48) Prior to the first occupation/use of a phase of development, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation/use of phase and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

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

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

50) Prior to the first occupation/use of a phase of the development a signage strategy for external facades and commercial frontages shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

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

51) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

52) The development hereby approved shall include for full disabled access to be provided to the public realm and communal walkways 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.

53) Prior to the first occupation/use of a phase of development, details of the siting, scale and appearance of the wind mitigation measures as required by Chapter 19: Wind microclimate of the ES stamped as received by the City Council, as Local Planning Authority, on the 5 January 2023 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation/use of a phase of the development and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of pedestrians safety and to ensure that the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

54) Prior to the first use of the office development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the relevant phase of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

55) Prior to the first use of the office development hereby approved, details of the final specification of the green roof shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the relevant phase of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the green roof is delivered and achieves relevant standards in respect of managing surface water and biodiversity pursuant to policies SP1, EN1, EN6, EN15, EN17 and DM1 of the Manchester Core Strategy (2012).

56) Prior to the first use of each of the commercial units in each phase, 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. 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).



57) Prior to the first use of the roof terraces within each phase of the development, details of the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for the terraces in that phase.

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

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

58) Prior to the first occupation of the residential and office elements within each phase of the development, details of car club spaces within the car parking layout as indicated on drawing 0412-SEW-ZZ-B2-DR-A-PL0999 stamped as received by the City Council, as Local Planning Authority, on the 5 January 2023 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and made available prior to the first occupation of the development and thereafter retained and maintained in situ.

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

59) Prior to any above ground works, details of the car park access ramp (including ramp signals) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development.

Reason – In the interest of highway and pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

60) The development hereby approved shall be carried out in accordance with the residential and operation management strategy prepared by CBRE received by the City Council, as Local Planning Authority, on the 5 January 2023. The strategy shall be in place from the first occupation/use of a phase of the development and remain in place for as long as the development remains in use.

Reason – To ensure adequate arrangements are put in place in respect of access, maintenance, car parking and cycle storage pursuant to policy DM1 of the Manchester Core Strategy (2012).

61) Prior to the first occupation of the residential element of the scheme hereby approved a scheme for air filter vents to the residential apartments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential accommodation and thereafter retained and maintained.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012) and the NPPF.

62) Prior to any above ground works of the residential element of the development hereby approved, details of the accessible apartments within the residential building (including size and adaptability) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

Reason – to ensure there are sufficient accessible apartments within the development that meet appropriate size and adaptable standards pursuant to policy DM1 of the Manchester Core Strategy (2012).

63) Notwithstanding drawings 0412-SEW-AA-ZZ-DR-A-PL1210 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1211 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1212 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1310 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL1311 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2310 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2311 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2312 Rev 1, 0412-SEW-AA-ZZ-DR-A-PL2313 REV 1, 0412-SEW-AA-ZZ-DR-A-PL2314 Rev 1 and 0412-SEW-AA-ZZ-DR-A-PL2315 Rev 1 received by the City Council, as Local Planning Authority, on the 23 May 2023, prior to any above ground works, alternative details instead of ventilation louvres as shown on these drawings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason – In the interest of improving the architectural detailing on the development pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

#### Informatives

- Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.
- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:  
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which

Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

### **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: 135834/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services  
Environmental Health  
MCC Flood Risk Management  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Canal & River Trust  
Health & Safety Executive (Fire Safety)  
Manchester Airport Safeguarding Officer  
National Amenity Societies  
Greater Manchester Ecology Unit  
Planning Casework Unit  
Salford City Council  
Work & Skills Team  
Manchester Water Safety Partnership**

**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:**

<b>Relevant Contact Officer :</b>	Jennifer Atkinson
<b>Telephone number :</b>	0161 234 4517
<b>Email :</b>	jennifer.atkinson@manchester.gov.uk



