

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
125799/FO/2019	20th Dec 2019		Deansgate Ward

**Proposal** Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.

**Location** John Dalton West / John Dalton Tower, Chester Street, Manchester, M1 5GD

**Applicant** , Manchester Metropolitan University, 99 Estates Directorate, Oxford Road, Manchester, M1 7EL

**Agent** Mrs Anna Relph, Turley, 1 New York Street, Manchester, M1 4HD



*Computer Generated Image – Drone image taken from the south west*

## **Description**

The site is located on Chester Street within the All Saints Campus of Manchester Metropolitan University (MMU). It is bounded by Chester Street, the Mancunian Way, Cambridge Street and John Dalton Tower. The site comprises circa 1.3 hectares of previously developed land occupied by the single storey John Dalton West building which would be demolished, the 7 storey John Dalton Tower building which would be refurbished, greenhouses, car parking and hard landscaping.

There are educational, residential, food and drink and retail uses nearby. The entire site is within Flood Zone 1. The Grade II listed Chatham Mill, Cambridge Mill and Chorlton Old Mill are to the North, on the opposite side of Chester Street, and the Grade II listed John Dalton statue is to the East of the site. The site is not within a conservation area.

Planning permission is sought to demolish the John Dalton West Building and associated structures, and erect of a 7 storey education building (Use Class D1) for the Faculty of Science and Engineering. It would provide teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre, as well as physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, and associated works. 30 parking spaces are proposed with 17 standard spaces, 10 electric vehicle charging bays, and 3 accessible bays. 164 spaces would be lost.

This new facility is one of six 'major transformational schemes' required to meet the universities needs as part of its Estates Strategy. It would allow the Faculty of Science and Engineering to meet its programme of growth in research, modernising STEM education, growing post-graduate student numbers, building partnerships with high-profile organisations and raising the Faculty's international presence. The proposal would help MMU to develop its research capabilities and continue its major role in advancing technology relating to health, wellbeing and the wider world. World-class interdisciplinary research would take place and contribute to the local, city regional and national economy, both through transformational technological breakthroughs and through the retention of the next generation of talented professionals.

The primary frontage would be on Chester Street and would be enhanced by landscaping to the north of the building. Sealed rooms and laboratories would be located adjacent to the Mancunian Way.



The Ground Floor would comprise the arrival space with social learning spaces, catering and eating areas and seminar rooms. There would be connections to back of house areas in the John Dalton Tower including an Energy Centre. Levels 01 to 06 would contain academic spaces including social learning spaces, seminar and teaching rooms and a Super Lab – greenhouses would be located on Level 06. The gross internal area of new build would be 14,766m<sup>2</sup>.

The proposed building would be seven storeys and a maximum height of 36m. The height is similar to John Dalton Tower and the Business School on the south side of the Mancunian Way. The wider context includes Circle Square and First Street where there are taller buildings.

The public realm would be fully accessible and could be removed should further development be required. Planting would include native and non-native tree species and plant mixes would soften the landscape. The hard landscaped area off Chester Street would provide opportunities for functions and events.



The external façade would have precast concrete rainscreen cladding at the lower floors to form a plinth, along with a 'transom-free' low-iron glazed curtain walling system. The upper levels would be a glazed curtain walling system with projecting perforated anodised aluminium panels. A silicone jointed low-iron glazed curtain walling system would form the connection to the John Dalton Tower. The roof would have enclosed plant, and significant space for photo-voltaic panels. Full and direct, level access would be available to all parts of the building.

Servicing, deliveries and waste collection would be off Chester Street, with a service road providing access to waste stores and loading bays at the rear of the building. 24 x 1100 litre bins and 13 x 360 litre bins are proposed, with general waste being collected daily. Paper & card recycling bins and dry mixed recycling bins would be collected three times a week, and food waste bins and glass bins once a week. Day to day deliveries would be able to use the drop off point on Chester Street.

The building would seek to achieve BREEAM rating 'Excellent'.

### **Consultations**

The application has been advertised in the local press as: a major development; affecting the setting of listed buildings; in the public interest and affecting a right of way. Site notices have been displayed and nearby occupiers have been notified.

An objection has been received about loss of sunlight to Cambridge Mill, the impact on local residents due to noise and traffic during construction phase and a desire to see open, public green space as part of any project.

Highways Services – Requested provision of a controlled pedestrian crossing on Cambridge Street, recommended conditions relating to servicing, provision of a travel plan and provision of a construction management plan.

Environmental Health – Recommended conditions relating to deliveries, fumes, Construction Management Plan, Construction hours, noise from plant, air quality, refuse, and contaminated land.

Neighbourhood Team Leader (Arboriculture) – no representation received

Oliver West (Sustainable Travel) – recommended condition requiring provision and implementation of a travel plan

Ward Councillors - no representation received

City Centre Regeneration – wrote a letter of support for the scheme siting the teaching and research facilities, the public realm and the strengthening of Oxford Road Corridor as positives of the scheme.

Work and Skills – recommended condition regarding the use of local labour at construction and operation phase to be agreed with MCC Work and Skills Team

Great Manchester Police – the recommendations in submitted Crime Impact Statement should be implemented via a condition

United Utilities – recommended conditions regarding implementation of SUDs, and requirement for foul and surface water to be drained on separate systems

Canal & River Trust – no objection

Greater Manchester Ecology Unit – recommended conditions to restrict/manage demolition works during main bird breeding season and to require a biodiversity enhancement scheme to be submitted to LPA.

Environment Agency – recommended condition that works should be stopped should any previously unidentified ground contamination be identified, until an appropriate remediation strategy is submitted to the LPA.

TFGM – comments included in Highways Services response

Greater Manchester Archaeology Advisory Service – an archaeological desk based assessment (DBA) notes that any archaeological heritage assets would be of local importance. The potential impacts of the proposed development could see the extensive damage or loss of heritage significance, however this impact could be mitigated by some measure of preservation by record. GMAAS broadly accepts the recommendations offered by the DBA and recommends that the necessary mitigation should be secured through a planning condition.

Greater Manchester Pedestrian Society – no representation received

Greater Manchester Geology Unit – no representation received

Greater Manchester Fire and Rescue Service – no representation received

Oxford Road Corridor Partnership – no representation received

Flood Risk Management – recommended conditions to require the submission, agreement, implementation and management of surface water drainage works (including for SUDs).

Counter Terrorism - no representation received

## **Issues**

### **Local Policy**

### **Core Strategy**

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus (City Centre and Fringe)), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6

(City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management)

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

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

SO2. (Economy) – The scheme would provide construction jobs and permanent employment in a highly accessible location. The education and research accommodation would assist the development of the City's role as the main employment location and primary economic driver of the City Region. This would reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. (Environment) – The development has been designed to protect and enhance the natural and built environment and use natural resources sustainably to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be highly sustainable providing high quality teaching and research accommodation. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport and maximise public transport infrastructure. It would help to create a neighbourhood where people choose to be, work and live by: enhancing the built and natural environment; creating a well-designed place; creating character; reusing brownfield land and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would develop a City Centre site and generate employment. It would help to spread the benefits of growth across the City, helping to reduce economic, environmental and social disparities. The site is close to the City's transport infrastructure and the development would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and when operational. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and provide a world class facility which would support the growth of world class institutions, champion transformational investment and accelerate innovation, commercialisation and company growth.

Policy CC5 (Transport) - The secure nature of the accommodation and increased natural surveillance would improve pedestrian safety. The development would be accessible by different public transport modes and the level of parking would be reduced on site. This should improve air quality and reduce carbon emissions.

Policy CC6 (City Centre High Density Development) – The proposed high density development would use the site efficiently.

Policy CC7 (Mixed Use Development) - The proposal would add to the mix of uses and help to maintain the vibrancy of the City Centre. It would incorporate active frontages, create activity and increase footfall. The uses would complement activity in the Oxford Road Corridor and the surrounding locality.

Policy CC8 (Change and Renewal) – The scheme would contribute significantly to the education, innovation and employment role of the City Centre and would improve accessibility and legibility. It would create jobs during construction and in operation. It would be consistent with the approved development framework for the area.

Policy CC9 (Design and Heritage) – This high quality bespoke educational building would have a high standard of appearance and function. The design would be appropriate to its City Centre context and character. The scale, height, massing, alignment, material and use are acceptable and would not adversely affect the setting of nearby listed buildings.

Policy CC10 (A Place For Everyone) – Level access would be provided into the building and full access would be provided to all facilities on all levels. This is a highly accessible, sustainable location.

Policy T1 (Sustainable Transport) – The location is accessible by all forms of sustainable travel and a travel plan would promote its use. 170 cycle parking spaces are proposed. The provision of high quality public realm and the planting of street trees would improve the pedestrian environment.

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

Policy EN1 (Design Principles and Strategic Character Areas) – The high quality design would enhance the character of the area and the overall image of the City. The design responds positively at street level with the provision of public space and active uses, which would improve permeability.

EN2 (Tall Buildings) – The proposal would develop a brownfield site and contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits. The proposed building would not be significantly taller than existing surrounding buildings and would not be considered a tall building.

Policy EN3 (Heritage) - The development would have a positive impact on the character and appearance of the site and the settings of nearby listed buildings by repairing the urban fabric and developing a high quality building and high quality public realm. The site has an archaeological interest from 19<sup>th</sup> Century communities, and a scheme of investigation is proposed.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) – An Energy Statement sets out that the proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy – achieving a 38.7% improvement on Part L 2013 notional building.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the development could achieve an approximate 38.7% improvement over the Part L 2013 Building Regulations. A preliminary BREEAM assessment has also concluded that the development can achieve an ‘Excellent’ rating. The site is in flood risk zone 1 with a low risk of flooding and the scheme includes measures to avoid flooding. The application is supported by an energy statement and environmental statement.

Policy EN9 (Green Infrastructure) – The development would include tree planting within the public realm, open green space and shrub planting.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy has been submitted in support of the application. The site falls within Flood Zone 1 (low probability).

EN15 (Biodiversity and Geological Conservation) – The development would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development. The application is supported by an air quality assessment.

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 (Contaminated Land and Ground Stability) - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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

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

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

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

### **Saved Unitary Development Plan Policies**

DC19.1 (Listed Buildings) – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings.

Policy DC20 (Archaeology) – The site has an archaeological interest from 19<sup>th</sup> Century Communities and a scheme of investigation is proposed.

DC26.1 and DC26.5 (Development and Noise) – The application is supported by acoustic assessments.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals would comply with these principles where relevant.

## Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 8 & 9). Paragraphs 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. Paragraph 12 states that:

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

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

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth to create jobs and prosperity, building on an area’s inherent strengths. The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the use.

Section 7 (Ensuring the Vitality of Town Centres) – The proposal would promote a use and subsequent employment opportunities that would ensure the vitality and viability of town centres. A high quality development on a brownfield site, within a regeneration area and in need of redevelopment would improve the character and appearance of the area within the City Centre.

Section 8 (Promoting healthy and safe communities) – This recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate cycle provision, active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses within First Street and the Oxford Road Corridor.

Section 9 (Promoting Sustainable Transport) – Focussing development in sustainable locations that limit the need to travel and offer a choice of transport modes contributes to sustainability and health objectives.

This site is close to Oxford Road railway station, Deansgate/Castlefield and St Peter’s Square Metrolink Stations, Metroshuttle Services and bus routes on Oxford Road. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy

living conditions. The redevelopment of a brownfield site to construct a 7 storey building containing education uses would use the site effectively.

Section 12 (Achieving Well-Designed Places) – The proposal would promote the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design has been reviewed through consultation and evolution. The building would respect the historic site and the character of the existing buildings and would be fully accessible. The proposals would also include high quality and inclusive public space.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

This is a highly sustainable location and the development would achieve an approximate 38.7% improvement over the Part L 2013 Building Regulations benchmark. The site is in flood risk zone 1 and therefore has a low risk of flooding, but has been designed with measures to avoid flooding.

Section 15 (Conserving and enhancing the natural environment) – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity.

The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment, including the provision of tree and shrub planting, and open space.

Section 16 (Conserving and Enhancing the Historic Environment) - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest.

The site is not within a conservation area but does affect the settings of nearby Grade II listed buildings. The applicant has submitted a heritage statement that assesses the impact on the surrounding heritage assets. An archaeological desk-based assessment that shows that the site does not contain any designated archaeological assets however there are potential archaeological remains which may contain information regarding 19th Century communities who lived and worked in the area. A condition on any approval would secure a programme of archaeological work to record any features of interest.

## **Other Relevant City Council Policy Documents**

### **Strategic Plan for Manchester City Centre 2015-2018**

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

The application site falls within the area designated as Corridor Manchester. This area is a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities. The key priorities for this area of relevance to this scheme are as follows:

- Continued development of University Of Manchester and Manchester Metropolitan University campus masterplans to create high-quality learning environments that enhance the student experience
- Further exploiting the science and knowledge base of Corridor Manchester.

The proposed development would be consistent with achieving these priorities. The proposals would deliver a high quality building to facilitate innovation and research in scientific pursuits.

### **Oxford Road Corridor Strategic Spatial Framework (ORC SSF)**

The framework was endorsed in March 2018 and seeks to strengthen the Corridor through an ambitious development programme plan which seeks to deliver over 4 million sq ft of high-quality commercial, leisure, retail, and residential space. The Corridor is considered to be one of the City Region's principal assets that has great opportunities to grow and diversify its economic basis. It is home to an exceptional group of knowledge intensive organisations and businesses, 70,000 students and a workforce of 60,000 people. The area provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the last 5 years. The area's economic base is strongly focused on high value added and high growth sectors and as such it accounts for a large proportion of highly skilled jobs within the City Centre.

New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access to all to the wealth of assets located within Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

The Strategic Vision for the Corridor Manchester Partnership (2015-2025) supports the Framework and aims to realise the Corridor as "Manchester's cosmopolitan hub and world-class innovation district". The document highlights the need to continue to support the major institutional partners and their investment programmes.

Corridor Manchester is on course to become one of the top five innovation districts in Europe. To do so, it will continue to compete at a global level and will act as the epicentre of the Northern Powerhouse. It must set its standards by the world's most

effective innovation districts and knowledge-leading institutions, the continued growth of the private sector and the strengthening of Corridor Manchester as a place to live, visit and work for students and knowledge workers across the world.

The Strategic Vision identifies MMU John Dalton Complex as one of several major investment locations with the potential to impact significantly on Corridor Manchester's economy, with the creation of thousands of new jobs. The proposed development would support Corridor Manchester in achieving the desire to become a place to live, visit and work for students by providing well-designed accommodation with good accessibility to public transport nodes.

### **Our people, our place: Greater Manchester Strategy (GM Strategy)**

The plan explains GM's ambitions for the future of the city region and the 2.8 million people who live in the towns, cities, communities and neighbourhoods that make up Greater Manchester. It covers health, wellbeing, work and jobs, housing, transport, skills, training and economic growth. The strategy comprises 10 key aims of which the following are relevant to this proposal:

- Young people equipped for life
- Good jobs, with opportunities for people to progress and develop
- A thriving and productive economy in all parts of Greater Manchester
- World-class connectivity that keeps Greater Manchester moving
- A green city-region and a high quality culture and leisure offer for all
- Safer and stronger communities
- Healthy lives, with quality care available for those that need it
- An age-friendly Greater Manchester

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

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

The proposal includes a landscape scheme with tree planting and hard and soft landscaping which would be public. The site is also highly accessible by public transport and provides links to nearby green space.

### **Legislative requirements**

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

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

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

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

Environmental Impact Assessment - The proposal falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2015. A screening opinion was sought from the council as to whether the development required an EIA. The applicant considered that an EIA was not required. The LPA considered the potential impacts of the development and considered that an EIA would not be required.

### **The Scheme's Contribution to Regeneration**

Regeneration is an important planning consideration. Over the past twenty five years the City Council has successfully regenerated large areas of the City Centre and Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter and Castlefield are good examples of this. However, much remains to be done, particularly in the southern part of the City Centre. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. Given this, it is essential that a range of sectors grow in the City Centre, including education, in order to improve the region's economic performance.

The proposal would complement ongoing regeneration and the delivery of the MMU campus. All institutions continue to invest in the Corridor with The University of Manchester's MECD Campus close to the site. Circle Square will provide facilities for creative/university linked businesses. The proposal would contribute to the Corridor Manchester vision by delivering educational and research facilities, and would support the University's role within the science and engineering sector.

The proposal would complement other recent developments including the Business School and Student Hub, Birley Fields, The Manchester School of Art at the Benzie building and the Students Union that have all been completed in the last 6 years. All these are high quality and efficient buildings. The proposed scheme would add to this vision and regenerate an under-utilised site.

The proposal would be consistent with the emerging Corridor Strategic Vision, the objectives of the City Centre Strategic Plan and would complement and build upon planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC8, CC10, EN1 and DM1

## Heritage Impact and Archaeology

The site does not include any listed buildings and is not within a conservation area. The following listed buildings are nearby: John Dalton Statue, Cambridge Mill, Chorlton Old Mill, Chatham Mill and Dancehouse Theatre, all Grade II. It would not affect the setting of any conservation area.

A Heritage Impact Assessment has assessed the impact of the proposal on the significance of nearby designated heritage assets. It is considered that siting of a modern, 7 storey building directly opposite a series of Grade II listed Mills, and the impact it would have on some views of the mills from the South and along Chester Street could cause some harm. However, any harm would be less than substantial, and would be at the lower end of the spectrum. The scale of the building would be similar to the surrounding urban grain and the scale of the adjacent mill buildings.

In these circumstances, it is necessary to consider whether any public benefits would outweigh this level of harm. The scheme would develop a prominent underused site, provide an education facility, and deliver a significant number of jobs in construction and operation phase, high quality public realm. During the operational phase of the development, approximately 51 additional full-time equivalent jobs would be created, in addition to investment in the local supply chain.

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

An Archaeological Desk Based Assessment (DBA) confirms that the site does not contain any designated archaeological assets. There are no known undesignated archaeological assets recorded but archaeological remains may contain information regarding 19th Century communities who lived and worked in the area. Mitigation through a condition would require a programme of archaeological works to be undertaken prior to the commencement of any groundworks and would mitigate any impact on archaeological remains. This would ensure that the proposal would be consistent with section 16 of the NPPF and saved UDP policy DC20.

## Urban design, appearance, height, scale and massing

The design aims to maximise academic functionality, use the site efficiently and, along with the Business School, create an urban gateway from Mancunian Way. The design also seeks to provide a unique building, which complements the surrounding urban grain.

The building would be seven storeys with a roof top screened plant area and would be 36 metres above ground level. The height is similar to prevailing building heights along Chester Street and would not significantly change the skyline. The main views of the building would be from the Mancunian Way and Chester Street. The materials

comprise a dark precast concrete rainscreen cladding system to the ground floor with transom free glazed curtain walling to the lower floors. Glazed curtain walling would continue to the upper floors combined with gold coloured projecting anodised aluminium panels. These panels would be perforated with a pattern to reflect DNA Sequencing in keeping with the subjects studied and researched at the facility. Silicone jointed glazed curtain walling would connect the new build to the John Dalton Tower. Anodised aluminium rainscreen cladding panels would be used for concealed and semi-concealed elevations.

A condition requiring large scale samples of materials and details of jointing and fixing, and a strategy for quality control would be attached to any permission granted.

Active frontages would be provided to Chester Street and Cambridge Street, and the public realm would provide a welcoming environment with opportunities for natural surveillance.

The proposal would improve visual amenity within the Oxford Road Corridor and surrounding area, including the setting of the nearby listed buildings; and add positively to the blend of traditional and modern design in the wider area.

Given the above, the proposal would result in a high quality building that would be appropriate to its surroundings.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

#### Amenity and Effect on the Local Environment

Noise – an Environmental Noise Assessment has evaluated the impact of noise on and from the proposal. Construction noise and vibration would be suitably mitigated through measures set out in a Construction Management Plan, secured via condition. Noise from fixed plant and equipment can be mitigated through imposing noise limits in accordance with the assessment criteria. It is expected that these limits can be achieved through the selection of suitable equipment and conventional plant and equipment attenuation measures.

Sunlight/daylight - It is not considered that there would be an adverse impact on neighbouring buildings in terms of loss of daylight/sunlight or overshadowing. The new building would only be 7 storeys in height so would not be overbearing within its context and would be smaller than some other buildings within the immediate area. It is considered that it would not cause any undue overshadowing that would be to the detriment of any adjacent buildings. In response to the objection the applicant noted that the impact of the proposed development in terms of daylight and sunlight to surrounding buildings is considered fully within the submitted Daylight, Sunlight and Overshadowing Assessment. The report concludes that the proposed development will not result in any adverse sunlight impacts on Cambridge Mill and the overall impacts of sunlight are considered acceptable for a development of this nature.

Air Quality – An Air Quality Assessment notes that good practice and implementation of mitigation measures would ensure that dust would be effectively controlled during construction. As the level of parking at the site would be reduced, the impact of road traffic on air quality would be negligible. Modelling shows negligible impact from gas fired boilers and the CHP unit. However, mitigation should be embedded into the ventilation design at the AHUs up to and including 2<sup>nd</sup> floor and on the south façade of the proposal to address the relationship to the Mancunian Way. The assessment concludes that subject to mitigation being installed, it is unlikely that there would be any exceedances of air quality objectives.

Overlooking and loss of privacy - The building has been designed to avoid overlooking onto the adjacent accommodation to the north and west and would be set back from Chester Street and Cambridge Street. The distance to the nearest homes from the 7 storey element of the new build would be 45-50m.

Wind – A wind microclimate report notes that the proposal would not cause unacceptable wind comfort conditions in winter, summer or in a cumulative scenario. The recommended criteria for safety would not be exceeded at terrace levels.

Television and Radio Reception - A Television and Radio Reception Impact Assessment concluded that the proposal would have a neutral effect upon the reception of television and radio services to existing residents so there would be no impact on the existing situation.

Impact from construction - Construction activities would be controlled by condition requiring a Construction Environmental Management Plan (CEMP) to be submitted to and approved by Manchester City Council prior to the commencement of any site works. The CEMP would contain commonly used measures for the suppression of construction impacts, having regard to potential impact of construction activities on local residents.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester, and saved policy DC26 of the Unitary Development Plan.

### Relationship to Transport Infrastructure

The projected number of students based on the site in 2023-24 would increase by 6024no. students and 611no. staff – an uplift of 11.4% and 9.1% on current numbers. The site is in a highly accessible location directly to the west of Oxford Road which is a major bus and cycle route and the primary artery serving MMU, UoM, Central Manchester University Hospitals and beyond. The site Oxford Road and Piccadilly Station and the St Peter's Square and Deansgate/Castlefield tram stop. 164 spaces would be removed with 30 remaining, 10 of which would be Electric Vehicle Charging points. 170 cycle spaces would be provided for students, staff and visitors close to the main building entrance points with 64 secure spaces, 86 standard open spaces, and 20 retained spaces. Shower and changing facilities would be provided on the ground floor.

There are facilities within 500m walking distance including residential, commercial and retail outlets along with public spaces at Circle Square, All Saints Park and First Street. Highways Services have noted that given the increase in pedestrians, a controlled pedestrian crossing would be provided along Cambridge Street, to be secured through a condition and a S278 agreement.

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

### Crime and Disorder

A Crime Impact Statement notes that the proposal would help to prevent crime and fear of crime in the area. The main entrance is clearly visible on Chester Street and the public realm would encourage people to spend time outside, providing informal surveillance to pedestrians and the security of bicycles parked nearby. Informal surveillance would be provided through the glazed façade and lighting from inside the building, and from lighting columns within the public realm.

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

### Landscaping and Ecology

The current car park has limited, if any, ecological value. An Ecological Assessment notes that the proposal would have no impact on statutory or non-statutory ecological sites. A nesting bird check should be carried out by a suitably qualified ecologist if removal vegetation and demolition is proposed outside of the breeding season.

The scheme proposes hard and soft landscaping, including semi-mature trees, grass, shrubs and hedges. This would provide an area for the public, staff and students to dwell externally and would also provide a civic setting for the new building. There would be 50no. proposed new trees to the site, along with the retention of 7no. existing trees, providing a total of 57no. trees on site.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

### Access

Details of how the scheme considers and provides full and inclusive access is included in the Design and Access Statement. There would be two parking spaces for disabled people on Chester Street and three on site. Lighting would be provided across the site and developed to consider the requirements of people with visual impairments.

The University have appointed their own Access Consultant to advise on disability access and inclusivity issues within the scheme. The scheme considers and seeks to meet where relevant MCC Design for Access 2, BS8300:2018 'Design for an accessible and inclusive built environment' and Building Regulations Part M. At project completion an End User Access Strategy would be provided by the Access Consultant to assist with demonstrating that the scheme would be providing an excellent environment regarding accessibility and inclusion.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

### Waste

All waste would be stored internally to the rear of the building. The stores would have a waste compactor and 24 x 1100 litre bins and 13 x 360 litre bins. General waste would be collected daily, paper & card and dry mixed recycling bins three times a week, and food waste bins and glass bins once a week. Waste would be collected by a contractor.

Given the above, it is considered that the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

### Sustainability

MMU has made a strategic commitment towards environmental sustainability and this forms a key part of the proposals for the Faculty. The scheme would seek to achieve an overall BREEAM rating of 'Excellent'.

Optimising the energy performance of building fabric is seen to be the most effective way of improving energy efficiency in a building and reduce carbon emissions. The glazing, and shading provided by angled façade panels would ensure the building is efficient across all seasons through the retention of solar heat, and prevention of overheating. Internally, sensor controls would be used to optimise the lighting, heating and cooling to all occupied spaces.

A new 'Energy Centre' would be installed and PV Panels would be located on the roof to provide renewable energy on site. The energy centre approach would facilitate retrofit with lower zero carbon technologies in the future as technologies develop. A Geothermal Aquifer would store and recovery of thermal energy from natural sources. Similar systems are in place at Birley Fields and the Business School, however there are very few others in place across the city. The development would achieve a 38.7% improvement in regulated carbon emissions compared to Part L (2013), exceeding the 15% target contained within the Core Strategy. Approximately 33% of the energy consumption on site would be generated from on-site technologies which considerably exceeds sustainability targets within the core strategy.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4, EN6, EN8 the principles

of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

### Flood Risk and Drainage

The site is within Flood Zone 1. A surface water drainage system has been developed in line with the drainage hierarchy in the Building Regulations AND encourages a sustainable approach to mitigate the risk to drainage infrastructure and the potential for increased risk of flooding.

SUDs would be incorporated through the implementation of bioswales and rain gardens. Rain gardens would reduce the volume of rainwater running directly into drains from impervious areas.

Given the above the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

### Contaminated Land

A preliminary site investigation has identified the presence of asbestos fibres in site soils with a moderate and moderate/low risk to site end users. This risk could be mitigated through risk assessments in the construction phase and the provision of a clean capped engineering layer. Further site investigation and final details of the proposed mitigation would be secured via condition.

In view of the above, the proposals would be consistent with section 15 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

## **Conclusion**

This proposal would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The scale is acceptable and would fulfil an important role in providing a key educational facility.

The proposal would be consistent with the City's regeneration ambitions for the Oxford Road Corridor. It would help the Corridor to become an attractive place for students by providing well-designed education accommodation with good accessibility to public transport nodes.

It is considered that the development would not have a significant detrimental impact on the settings of nearby listed buildings. The development would have an acceptable impact on residential amenity and would regenerate a site that is in need of investment and development, reinstating the urban grain, providing additional public realm and increasing permeability within the area.

The proposal would exceed relevant local targets for energy efficiency and on site energy regeneration and would support the City's aims of becoming zero-carbon by 2038.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

**Recommendation      APPROVE**

### **Article 35 Declaration**

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

### **Conditions to be attached to the decision**

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

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

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

Location Plan 1338B-BDP-YY-GF-DR-A-000006-P02

GA Plan – Proposed Level 01 1338B-BDP-ZZ-01-DR-A-200011-P03  
GA Plan – Proposed Level 02 1338B-BDP-ZZ-02-DR-A-200011-P02  
GA Plan – Proposed Level 03 1338B-BDP-ZZ-03-DR-A-200011-P02  
GA Plan – Proposed Level 04 1338B-BDP-ZZ-04-DR-A-200011-P02  
GA Plan – Proposed Level 05 1338B-BDP-ZZ-05-DR-A-200011-P02  
GA Plan – Proposed Level 06 1338B-BDP-ZZ-06-DR-A-200011-P02  
GA Plan – Proposed Level 07 1338B-BDP-ZZ-07-DR-A-200011-P02  
GA Plan – Proposed Level 08 1338B-BDP-ZZ-08-DR-A-200011-P02  
GA Elevation Context – Proposed North & South 1338B-BDP-YY-XX-DR-A-201003-P01  
GA Elevation Context – Proposed West 1338B-BDP-YY-XX-DR-A-201004-P01  
GA Elevation – Proposed North 1338B-BDP-XX-XX-DR-A-201112-P04  
GA Elevation – Proposed East 1338B-BDP-XX-XX-DR-A-201121-P04  
GA Elevation – Proposed East 2 1338B-BDP-XX-XX-DR-A-201122-P01  
GA Elevation – Proposed South 1338B-BDP-XX-XX-DR-A-201131-P04  
GA Elevation – Proposed West 1338B-BDP-XX-XX-DR-A-201140-P04  
Site Sections – Proposed Sections AA & BB 1338B-BDP-YY-XX-DR-A-202002-P01  
GA Section – Proposed Section CC 1338B-BDP-XX-XX-DR-A-202031-P04  
Proposed Bay Study – Concrete Plinth 1338B-BDP-XX-XX-DR-A-211063\_P02  
Proposed Bay Study – Stick Curtain Wall System North Elevation 1338B-BDP-XX-XX-DR-A-211064\_P02  
Planting Schedule 1338B-PLA-Z21-GF-DR-L-200002  
Sections 1338B-PLA-Z21-GF-DR-L-300002  
Existing Catchments Plan 1338B-CUR-YY-GF-DR-C-920510-P07  
General Drawing (Frog Containers Plans and Elevations) 20GP-30002bG

Design and Access Statement by BDP 1338B-BDP-XX-XX-RP-A-000011 Rev P02  
Ecological Assessment Rev 04 by Urban Green  
Environmental Standards Statement Rev 02 by Hoare Lea  
FRA and Drainage Strategy by Curtins 1338B-CUR-ZZ-GF-RP-C-000003 REV P06  
Ground Survey Phase 2 Site Investigation by Curtins 069656-CUR-00-XX-RP-GE-002REV V04  
Heritage Statement by Wardell Armstrong Rev V03  
Wind Microclimate Report by WSP ref 70066621  
Television and Radio Reception Impact Assessment by GTech Rev 1.0  
Statement of Community Engagement by Turley  
Planning Statement by Turley  
Energy Strategy by Hoare Lea Rev 02  
Daylight, Sunlight and Overshadowing Assessment by REC Ref AQ107462R3  
Covering Letter by Turley  
Air Quality Assessment by Hoare Lea Rev 03  
Planting Schedule DR-L-200002 REV P02  
Waste Proforma  
Stamped as received by Manchester City Council as Local Planning Authority 20th December 2019

Crime Impact Statement 2008/0737/CIS/02  
Received via email 9th January 2020

Archaeology Desk-based Assessment by Nexus Heritage ref 3451.R01b

Received via email 14th January 2020

Gas Monitoring Calibration Certificate

Email from Jack Dickinson in response to Highways comments re. parking dimensions, pay and display units and access control.

Received via email 20th February 2020

Environmental Noise Assessment Report by BDP 1338B-BDP-XX-XX-RP-U-000001  
Rev C

Email from Jack Dickinson confirming provision of 10no. EV Points

Received via email 24th February 2020

Email from Jack Dickinson in response to Design Comments

Cladding Scope Drawing 2020-02-21

'External Wall – 2020-02-21' Drawing Pack

Received via email 25th February 2020

Site Plan – Proposed 1338B-BDP-YY-GF-DR-A-200003-P04

GA Plan – Proposed Roof Plan 1338B-BDP-ZZ-09-DR-A-200011-P04

GA Plan – Proposed Level 00 1338B-BDP-ZZ-GF-DR-A-200011-P04

Proposed Drainage Phase 1 1338B-CUR-YY-GR-DR-C-920500-P09

Proposed Catchments Plan 1338B-CUR-YY-GF-DR-C-920511-P07

GA Landscape Masterplan 1338B-PLA-YY-GF-DR-L-000001 P20

GA – Soils Plan 1338B-PLA-YY-GF-DR-L-200004 P05

GA – Hardworks 1338B-PLA-Z21-GF-DR-L-100000 P05

GA – Kerbs and Edgings 1338B-PLA-Z21-GF-DR-L-100002 P05

GA – Softworks 1338B-PLA-Z21-GF-DR-L-200000 P05

GA – Levels 1338B-PLA-Z21-GF-DR-L-300000 P05

GA – Furniture 1338B-PLA-Z21-GF-DR-L-400000 P05

GA – Lighting Strategy 1338B-PLA-Z21-GF-DR-L-400002 P03

Received via email 2<sup>nd</sup> March 2020

Addendum to Travel Plan by Curtins Rev V04

Transport Statement by Curtins 069656-CUR-00-XX-RP-TP-001-REV V03

Received via email 3<sup>rd</sup> March 2020

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

3) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

4) No development-related groundworks shall take place (except for demolition and clearance to the current ground level), until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to and approved in writing by Manchester City Council as Local Planning Authority. The WSI shall cover the following:

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

- i) active presence, monitoring and recording of geotechnical investigations
- ii) targeted archaeological evaluation through trial trenching
- iii) dependent on the above, targeted open area excavation or 'strip, map and excavate' recording (subject to a separate WSI)
- iv) an archaeological watching brief during construction groundworks

2. A programme for post investigation assessment to include:

- production of a final report on the significance of the below-ground archaeological interest.

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

4. Dissemination of the results of the archaeological investigations commensurate with their significance possibly including publication as part of the 'Greater Manchester's Past Revealed' series.

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

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

The development hereby approved shall be carried out in accordance with 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 saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

5) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include:

- Hours of site opening/operation;

- Display of an emergency contact number;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands;
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- The erection and maintenance of security hoardings;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- Community consultation strategy.
- Dilapidation surveys including photographs and commentary on the condition of carriageway/footways on construction vehicle routes around the site

The construction management plan will cover the phased construction of the works if required. The development shall then be carried out in accordance with the approved construction management plan(s).

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, T1, EN9, EN19 and DM1 of the City of Manchester Core Strategy.

6) a) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land (post demolition Site Investigation Report and Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences (except for demolition and clearance to the current ground level), the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

7) Notwithstanding the details submitted within the Detailed Drainage Strategy, stamped as received by the City Council, as local planning authority on the 20 December 2019,

(a) the development shall not commence (except for demolition and clearance to the current ground level) until a scheme for the drainage of surface water from the new development in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details is submitted to and approved in writing by the City Council as the Local Planning Authority. This shall include:

- A proposal that maximises use of green SuDS solution;
- Details of surface water attenuation that offers at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to greenfield runoff rates;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, before the development is occupied.

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).

8) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour

recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

9) Notwithstanding Condition 2, prior to the commencement of development, (except for demolition and clearance to the current ground level and remediation) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, final perforation patterns, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies EN1, EN3, CC9, SP1 and DM1 of the Core Strategy.

10) Prior to the commencement of development (except for demolition and clearance to the current ground level and remediation) a programme for the submission of final details, including where relevant samples and jointing details of all public realm and landscaping works shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a) Details of the proposed hard landscape materials;
- b) 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
- c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- d) 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 native tree and shrub planting and soft landscaping;
- e) Details of the proposed street furniture including seating, bins and lighting;
- f) Details of any external steps and handrails;
- g) 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;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

11) Prior to commencement of the development detailed mitigation measures to safeguard local air quality for the construction, design and operational phases shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

12) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - To manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

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

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

- i. the measures proposed to recruit local people including apprenticeships

- ii. mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii. measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

14) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences. Detail should also be provided in relation to replacement air.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Upon completion of the installation and before the use commences, a verification report will be required to validate that the work undertaken throughout the installation conforms to the recommendations and requirements in the approved consultant's report and drawings

The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report with regard to fume, odour and smoke abatement measures recommended shall be detailed along with any measures required to ensure compliance with the requirements. Photographs should be included within the verification report identifying the abatement equipment, inspection hatches and filters in situ.

Reason - To ensure an adequate fume and odour extraction system is installed in the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and saved policies DC26 and DC10 of the Unitary Development Plan for the City of Manchester.

15) Prior to first occupation of the development the submitted scheme for the storage and disposal of refuse shall be implemented in full as part of the development and shall remain in situ whilst the use or development is in operation in accordance with the submitted waste documents:

Design and Access Statement 1338B-BDP-XX-XX-RP-A-000011 REV P02  
Waste Management Proforma  
Stamped as received by Manchester City Council as Local Planning Authority 20th  
December 2019

Proposed GA Plan Level 00 - 1338B-BDP-ZZ-GF-DR-A-200011 REV P04  
Received via email 2<sup>nd</sup> March 2020

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

16) No part of the development shall be occupied until the space and facilities for the parking of 170 bicycles have been provided in accordance with the approved drawing referenced 1338B-PLA-YY-GF-DR-L-000001 REV P20. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

17) No part of the development shall be occupied unless and until the 3no. car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

18) a) Prior to the first occupation of the development a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

b) Within six months of the first occupation of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan (or subsequently revised 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 ensure that measures are in place to reduce the dependency of residents and staff within the building from accessing the building by car pursuant to highway and pedestrian safety and to reduce the highway impacts of the development, pursuant to Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), policies SP1, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

19) a) Any externally mounted ancillary equipment, plant and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location:

Prior to the first occupation of the development a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Notwithstanding condition 2 and the above part a, prior to first occupation of the development a verification report will be required, to be submitted to and approved in writing by the City Council as local planning authority, to validate that the work undertaken confirms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the equipment and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance.

The approved report and any necessary mitigation measures shall be implemented, and retained thereafter, in full in accordance with the approved details before the first occupation of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and saved Unitary Development Plan Policy DC26.

20) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

21) a) The hereby approved external lighting as shown on GA – Lighting Strategy Sheet 1 1338B-PLA-Z21-GF-DR-L-400002 (Revision P03) shall be designed and installed so as to control glare and overspill onto nearby residential properties.

b) Upon completion of the development and within one month of first operation of the external lighting a verification report shall be submitted to and approved in writing by

the City Council as local planning authority. The verification report shall undertake post completion testing to validate that the work undertaken throughout the development suitably controls glare and overspill onto nearby residential properties. The verification report shall set out any subsequently necessary mitigation measures required to control light glare and overspill onto nearby residential properties and shall be implemented in full within one month of written approval and retained permanently thereafter.

Reason - To safeguard the amenities of the occupiers of nearby properties in accordance with DM1 of the City of Manchester Core Strategy.

22) Full details of all external seating, including the locations, layouts, furniture details, operational details, security measures and disabled access measures shall be submitted to and approved in writing by the City Council before any external seating is installed and operated on site. The external seating shall be installed and operated only in accordance with the approved details.

Reason - In order to protect the amenity of local occupiers and 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 EN1, EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

23) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area: an assessment of the impact of the development on television signal reception within the potential impact area identified in the Television and Radio Reception Impact Assessment by GTech Surveys Limited dated August 2018 shall be submitted to and approved in writing by the City Council as local planning authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey dated 17 December 2019. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

24) The new build aspect of the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Excellent'. The refurbishment of John Dalton Tower shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of first occupation of the development.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

25) The development hereby approved shall be delivered in accordance with the recommendations contained within sections 3.3, 4, 5 and 6 of the submitted Crime Impact Statement Version B prepared by Greater Manchester Police and referenced URN: 2008/0737/CIS/02 received by the City Council as local planning authority on 9 January 2020. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of 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.

26) Before first occupation of the development, full details of a maintenance strategy for the areas of public realm adjacent to and around the new building including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason - In the interests of amenity, pursuant to Core Strategy policy DM1.

27) Prior to first occupation of the development, a servicing strategy and management plan including a schedule of loading and unloading locations, details of internal service bays and on-street servicing laybys, shall be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall take place thereafter in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policies T1 and DM1 of the City of Manchester Core Strategy.

28) Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- a) The pedestrian crossing providing access across Cambridge Street;
- b) Any works to the adopted highway, including footway improvements to 'make good' any damage incurred during construction of the pedestrian crossing.
- c) Any works associated with the removal and or replacement of pay and display bays on Cambridge Street or Chester Street (if required)

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

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

29) Notwithstanding condition 2, prior to occupation of the development a scheme for the hours of deliveries, servicing and collections, including waste collections shall be submitted to and approved in writing by the City Council as local planning authority.

Deliveries, servicing and collections associated with the development shall be operated in accordance with the agreed hours throughout the life of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy SP1 and DM1 of the City of Manchester Core Strategy.

30) Before the building and the associated areas of public realm / landscaping hereby approved are first brought into use a detailed Event Management Strategy (including review mechanism) shall be submitted to and approved by the City Council as local planning authority. The strategy shall include detail of the following:

- a) Details of the types of events that would be held within the space;
- b) Any temporary traffic measures that would be required to be put in place;
- c) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- d) Locations for vehicles including cranes to unload; and
- e) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance shall be submitted and agreed in writing by the City Council as Local Planning Authority,

The approved Event Management Plan shall be adopted for the first event, and shall be so maintained and reviewed whilst the use is in operation.

Reason - In the interests of highway safety and amenity 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

31) The proposed roof terrace shall be limited to use by building occupiers only and no amplified sound or any music shall be played within these areas at any time.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

32) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the rooves.

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

33) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

34) No demolition works or tree clearance associated with the development hereby approved shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester

### **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: 125799/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Counter Terrorism SA  
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Oliver West (Sustainable Travel)  
City Centre Regeneration  
Work & Skills Team**

**Greater Manchester Police  
United Utilities Water PLC  
Canal & River Trust  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society  
Greater Manchester Geological Unit  
GM Fire & Rescue Service  
Oxford Road Corridor  
MCC Flood Risk Management**

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

**Representations were received from the following third parties:**

**Relevant Contact Officer :** Joe Hobbs  
**Telephone number :** 0161 600 8772  
**Email :** [j.hobbs@manchester.gov.uk](mailto:j.hobbs@manchester.gov.uk)

