

| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|-----------------------|----------------|
| 121462/FO/2018 | 5th Oct 2018 | 13th Dec 2018 | Deansgate Ward |

Proposal Erection of a ground plus sixteen storey building comprising commercial office (Use Class B1); hotel (Use Class C1); standalone flexible, commercial space across part of the ground and first floor (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments, B1 (offices), and D2(Gymnasium); flexible ancillary commercial and retail uses at ground and first floor (Use Class B1, A3, A4); basement car park, landscaping and associated works.

Location Plot 9A First Street, Medlock Street, Manchester

Applicant Ask (First St) Ltd, C/o Agent,

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

Description

This vacant site is bounded by River Street, Medlock Street and future development sites in First Street known as Plot 9B and 10A. The site is 0.56 hectares and comprises of hardstanding with a small amount of vegetation. It was most recently used as a surface car park has been used for a number of years as a site compound for the construction of No.8 First Street. It is surrounded by a construction hoarding and access is taken from River Street.

The Grade II Listed Mackintosh Mill complex is approximately 70 metres to the east on Hulme Street. Other listed buildings close to the site include the Grade II Listed Cambridge Mill on Cambridge Street, Chorlton Mill on Hulme Street and Chatham Mill on Chester Street and the Grade II Listed Altrincham Railway Viaduct.

Historically, the First Street site was used for chemical and gas works, but has now been extensively remediated. There is an underground gas main along the northern and western perimeter of the site which has an easement and exclusion zone.

First Street includes offices, food and drink uses, car parking, hotel accommodation, conference space, high quality architecture and public realm. It also includes HOME, a cultural hub for film, theatre and exhibitions. Events take place within the area throughout the year. It is the subject of a regeneration framework and the site is located within the First Street Central character zone, which is a new office destination targeted at a range of commercial occupiers and competitively priced.

There are offices, apartments, shops, hotels, cafes and bars in the immediate area and Oxford Road Train Station is nearby. The nearest residential properties are at Mackintosh Mill and Chorlton Mill on Hulme Street. Parkway Gate student accommodation is on Chester Street.

The proposal involves the erection of a mixed use block comprising 22,165 sq. m of office space on the part ground, part first, second to tenth and part twelfth floors and 205 hotel bedrooms on the upper floors with ancillary, flexible commercial uses on the ground and first floors. The hotel operator is not named in the application, but would be a nationally recognised 3 star brand operating a significant network of hotels across Greater Manchester, the UK and internationally.

A standalone, flexible, commercial space would be located on part of the ground and first floor including Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), A4 (Drinking Establishments), B1 (office), and D2 (gymnasium). The building would also include winter gardens and a rooftop garden on level 12.

There would be 21 Car parking spaces and 164 cycle parking spaces within the basement. 24 cycle parking spaces would be allocated to the hotel use and 140 to the office use. 15 car parking spaces would be allocated to the hotel use and 6 to the office use. There would be three disabled parking bays.

The hotel entrance would be on Medlock Street with the main office entrance and the entrance to the self-contained office on River Street. Access for cyclists and vehicles would be via a ramp into the basement on the southern elevation. A drop off zone is included for taxis.



A veil comprised of Polyester Powder Coated fins would surround the building to provide a constant façade without revealing the changes in the facade between the

hotel and office use or the plant space. Voids, terraces and openings would be formed behind the veil. The facade behind the veil would be constructed of a glazed curtain walling system incorporating body tint and back painted glass.

There would be a break in the fins where the winter gardens would be located and the fins would not cover the ground floor elevation. The winter gardens would help to identify the entrances. Plant would be on the 11th floor and would be concealed by fins and louvres along this elevation. Additional plant at ground and first floor would be concealed by louvres. An external courtyard would be located at the 12th floor level of the South elevation with the fins continuing to roof level.



Public realm improvements and landscaping are proposed. The development would retain the urban grain and incorporate a tree lined pedestrianised route that continues the public realm in First Street. Materials, planting and the public realm layout would conform to the adjoining public realm.

A pedestrian and internal service access route would be created parallel to Hulme Street. Medlock Street would be upgraded and street trees would be planted.

Internal waste storage and internal service risers would be provided. An integral plant area would also be located on the 11th floor of the building.

Two bin stores would be provided with the hotel bin store being located within the ground floor and the office bin store being located in the basement. The waste

collection point would be located at the loading bay on the south western corner of the site. A construction waste management plan would limit the quantity of construction waste arising during demolition and construction works.

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Consultations

Publicity – The application was advertised in the local press as a major development, as affecting a right of way and as affecting the setting of a listed building. A notice was displayed on site and letters were sent to surrounding occupiers.

Three objections have been received and are summarised as follows:

Please explain the provisions that are being put in place so that my rent charges won't be increased due to this narcissistic development.

I am extremely alarmed to see a proposal for another tower block on First Street. The proposed building is not in keeping with any of the surrounding buildings with every building neighbouring the proposed structure being no more than eight stories high.

As a resident, my local area will be ruined by these buildings. The council has already approved a number of tower blocks very close to this one, which could cancel out a lot of our natural light. As a resident of Hulme I feel forced out by these new buildings which are destroying our local area.

Very little thought has been given to the pressure that this will place on our already over-worked local amenities such as doctors. This building which serves no good for the local community.

There are already two hotels on First Street, why do we need more?

This is clearly not dealing with the actual issue in Manchester, that we need more affordable housing. Buildings like this will continue to exacerbate our ongoing housing crisis.

The following comments were also received:

Cadent Gas have provided guidance in relation to works in the vicinity of known Cadent Gas owned gas mains and pipelines and state that it is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections but have recommended conditions relating to the following: servicing and construction hours; opening hours of the commercial properties; a construction management plan (to include dust monitoring measures, measures to control noise and vibration, consultation and complaints measures and hours of working); the control of lighting glare and overspill; a scheme for air quality management, a scheme for the acoustic insulation of the commercial uses, the external areas and the associated plant and equipment; implementation of the hotel and office waste management strategy; a commercial waste management strategy, contaminated land information; and, a scheme for fume extraction.

Travel Change Team, City Policy – Fundamentally this is a highly sustainable location. There is also limited parking on-site and traffic is unlikely to be increased by the development. There are many car parking spaces in the vicinity of the site. The submitted framework travel plan is acceptable and it is recognised that the development includes good facilities i.e. a traffic-free walking route, a high number of cycle parking spaces and taxi pull-in provision.

However a detailed travel plan would have to be submitted once the offices are occupied. This would need to be secured by condition. .

Flood Risk Management Team - Have recommended conditions to require the submission, agreement, implementation and management of surface water drainage works.

City Centre Regeneration - No comments received.

Highway Services – have provided detailed comments that the applicant is currently looking into.

Greater Manchester Ecology Unit – The submitted assessment has been undertaken by a licensed and experienced ecological consultancy whose work is known to the Ecology Unit. The ecological consultants appear to have undertaken an appropriate and detailed survey which found that the site has limited ecological value. The only issue would be associated with nesting birds and the clearance of tree and scrub during the bird breeding season and a condition is recommended. The proposed green roof is welcome.

Greater Manchester Archaeological Advisory Service – Require a programme of archaeological recording to be undertaken, to record and advance understanding of any as yet unknown heritage assets in a manner that is proportionate to its significance and to the predicted level of impact.

Conditions are recommended to secure this. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester planning authority.

The desk based assessment identifies archaeological interest related to densely packed workers' housing that was fully established by the mid-19th century, much of which was cellared back-to-backs, which are of particular interest for examining workers' living conditions famously described by Engels in the mid-19th century.

Additionally a watercourse is shown on 18th century mapping, which may have been a leat for Medlock Dye Works. This could have potential to inform understanding of early industrialisation and the impact on the environment.

The proposed development will have a major impact on buried archaeological remains. It is accepted that the archaeology will be of no more than regional significance and therefore does not require preservation in situ as long as an appropriate record is made prior to its removal.

GMAAS agree that a scheme of evaluation trenching followed by more detailed excavation of significant remains, together with a targeted watching brief, represent appropriate mitigation. The methodology for the archaeological works can only be determined when more details are forthcoming on the nature and process of demolition and ground works.

Transport for Greater Manchester – Recommended that further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent and provided guidance on the information that this should include.

Greater Manchester Police (Design for Security) – No comments received.

Greater Manchester Pedestrians Society – No comments received

Environment Agency – Confirmed that they have no objection in principle. The site has been utilized for a number of potentially contaminative land uses which includes a former rubber works, scrap/material yard, hose factory and associated coal storage and infilling activities which include the infilling of the former River Medlock channel which traversed the site SE – NW. Gaythorn gasworks located to the north of the site was previously remediated to the satisfaction of the Environment Agency in respect of controlled waters in 2009.

These previous uses present a medium risk of contamination that could pollute controlled waters during construction. The controlled waters include an underlying secondary aquifer within the drift deposits and principle aquifer within the sandstone bedrock.

The report establishes that it would be possible to manage the risk to controlled waters, but further detailed information would be required before development commences. Therefore, the proposal would only be acceptable if conditions are imposed regarding the submission, agreement and implementation of a remediation strategy, a verification report, the procedure for dealing with contamination not previously identified and the restriction of the use of piling or any other foundation designs that use penetrative methods.

United Utilities – Recommended conditions to:

- Require foul and surface water to be drained on separate systems.
- Require the submission and agreement of a surface water drainage scheme
- Require the submission and agreement of a sustainable drainage management and maintenance plan for the lifetime of the development

Provided advice on the procedure to gain water supply for the development, for the adoption of waste water assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

Ward Councillors – No comments 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 Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

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

SO2. (Economy) – Supports a significant improvement of the City's economic performance to ensure that the benefits of growth are spread across the City. This would reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

The scheme would provide construction jobs along with permanent employment in a highly accessible location. The office and hotel accommodation would assist the development of the City's role as the main employment location and primary economic driver of the City Region.

S05. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development, including retail and leisure uses within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the City's public transport infrastructure. It would help to create a neighbourhoods where people choose to be, work and live by: enhancing the built and natural environment and providing hotel and office accommodation; 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 support the City's economic performance by developing a City Centre site and providing uses that 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 in operational. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy EC3 (The Regional Centre) - The proposal would deliver high quality office floorspace. The site is within an area for employment growth on a highly accessible site. This would help to spread the benefits of growth across the City, help to reduce economic, environmental and social disparities and create inclusive sustainable communities. The site is connected to nearby transport infrastructure in an appropriate location for office development. It would maximise walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and is in accordance with the First Street Strategic Regeneration Framework. The development would be a high density, mixed use scheme that would provide active uses in addition to office and hotel accommodation.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The hotel would improve facilities for business visitors and would contribute to the quality and variety of the City Centre hotel offer.

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

Policy CC6 (City Centre High Density Development) - this high density development would maximise the efficient use of land.

Policy CC7 (Mixed Use Development) - The proposals would include office and hotel accommodation along with flexible, commercial space. This would incorporate active frontages, create activity and increase footfall and would provide services for visitors and residents within and adjoining the area. The uses proposed would complement the existing uses within the First Street area and the surrounding locality.

Policy CC8 (Change and Renewal) – The proposal is a large scheme that would make a significant contribution to the employment role of the City Centre and would improve accessibility and legibility. The development would create jobs during construction and in operation. The scheme is consistent with the approved development framework for the area.

Policy CC9 (Design and Heritage) – 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. This would be a high density development which would repair the urban fabric by developing a high quality building and high quality public realm.

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

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of 164 cycle parking spaces. Pedestrian routes would be improved through the provision of high quality public realm and the planting of street trees.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of 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 proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of public space and active uses, which would improve permeability.

EN2 (Tall Buildings) – The proposed design is high quality and would be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits, including through the development of a brownfield site.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural and urban qualities of the site. 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 historical industry, and a scheme of investigation is proposed.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the development could achieve an approximate 32.1% improvement over the Part L 2010 Building Regulations benchmark. A preliminary BREEAM assessment has also concluded that the development can achieve a 'Very Good' rating.

The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and environmental statement.

Policy EN9 (Green Infrastructure) – The development includes tree planting within the public realm and along Medlock Street and includes a rooftop garden at the 11th floor.

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). The application is supported by a drainage strategy.

EN15 (Biodiversity and Geological Conservation) – The redevelopment 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. In addition the application is accompanied by a Waste Management Strategy.

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

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

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

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) - Space would be provided at the ground and basement floors that could accommodate A3 or A4 uses. These facilities are appropriate within this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The proposed shop fronts would be in keeping with the character of the building, buildings within the local area and would comprise a glazed curtain walling system with body tint glass. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances.

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 historical industry, and a scheme of investigation is proposed.

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

RC20 - Area 20 (Small Area Proposals) confirms longstanding objectives for the area and encourages the general enhancement of this area. It specifically states that the Medlock Street frontage is seen as a major gateway site. The proposals comply with these objectives.

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) – supports 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 uses.

Section 7 (Ensuring the Vitality of Town Centres) - promotes competitive town centres and recognises that office and leisure uses can ensure the vitality of 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 and increase the number of hotel beds and amount of office space 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 a mix of uses and 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 at Great Jackson Street and within Knott Mill.

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

Section 11 (Making Effective Use of Land) – 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 17 storey building containing office and hotel uses would use the site effectively.

Section 12 (Achieving Well-Designed Places) – promotes 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 32.1% improvement over the Part L 2010 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.

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 may contain archaeological features, which would not be of more than regional or local interest. 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 First Street. This area has been transformed into a vibrant mixed use neighbourhood, building on the opportunities provided by its adjacency to the city centre. The key priorities for this area are:

- Delivering the new residential led development at First Street South.
- Development of the Little Peter Street Site for residential development with a mix of occupancy type.
- Investigating the feasibility and appropriate designs for potential creative hubs within and adjacent the Hotspur Press and the railway arches along Whitworth Street West,
- Continuing the branding, animation and marketing of the area to start to create a sense of place that will establish the area as a place to visit and do business in.
- Developing the commercial phase for First Street Central.
- Working with Network Rail to minimise the impact of the Northern Hub work at Oxford Road Station on the First Street development.

The proposed development would be consistent with achieving these priorities as it constitutes part of the commercial phase for First Street Central. The proposals would deliver the desired high quality 'Grade A' office space and additional hotel rooms, which complement the existing provision at the Melia Inside hotel.

The First Street Development Framework (FSDF)

First Street has been one of the City Council's key regeneration priorities for over a decade.

The FPDF was endorsed by Manchester City Council in March 2011, published in 2012, updated in 2015 and further updated in November 2018. The SRF places a strong focus on creating a “sense of place”. It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. The framework identified three distinct development areas of First Street, which incorporate the character zones First Street North, First Street Central, First Street South and the Creative Ribbon. The 2015 update included the extension of the First Street area into the sites west of Medlock Street.

The focus of the 2018 update is to update the development principles for the First Street Central area. The 2018 FPDF advises that Plots 9 and 10 of the First Street Central area are expected to form the next phase of development in the area and have been subject to further design and viability analysis. This analysis indicates that greater scale and density of office accommodation can be delivered on these plots to enable First Street to meet the level of demand in the area and maximise its contribution to the City’s economic growth.

The development is within the First Street Character Area and the proposals are in keeping with the requirements of the 2018 FPDF in terms of scale, design and the proposed uses.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential.

It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed development of the application site will support and align with the overarching programmes being promoted by the City Region via the GM Strategy through the provision of office and hotel uses that would provide jobs and are easily accessed by public transport.

Manchester Green and Blue Infrastructure Strategy 2015

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

The proposal includes a landscape scheme with tree planting and hard and soft landscaping which would be public and a rooftop garden on the 12th floor. The investment in public realm would continue a route through First Street that would be

framed by public realm that includes soft landscaping. The site is also highly accessible by public transport and provides links to nearby green space.

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020

This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination.

The hotel operator is not named in the application, but would be a nationally recognised 3 star brand operating a significant network of hotels across Greater Manchester, the UK and internationally.

Destination Management Plan (DMP)

This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, 'The Greater Manchester Strategy for the Visitor Economy 2017 - 2020'. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders' or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, as it would have a name familiar with international tourists and would add to the variety of accommodation in the City Centre.

Legislative requirements

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

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

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

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

The Schemes Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating the merits of this application. The City Centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success. The City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the City Region. Additional hotel accommodation is also required to support cultural, office uses and local residential communities. First Street has been identified as one of a number of priority fringe locations, which will underpin the next phase of growth of the City Centre economy.

The principal regeneration objective at First Street is to create a major new office destination. First Street North has already delivered complementary uses and vibrancy and has strengthened First Street's 'sense of place". It has generated footfall and improved connections to the City Centre. Schemes are now coming forward for First Street Central and South and the Creative Ribbon.

The office accommodation has been designed to provide flexible and adaptable space. It could be occupied by a single end-user or multiple tenancies. Thus the building could respond positively to the operational needs of occupiers looking for innovative and inexpensive city centre office space. The existing office buildings have already established the area as a credible business location. Number One First Street and No.8 First Street are almost fully let following lettings to major national occupiers including Autotrader, Gazprom, Jacobs, Odeon, WSP and Ford Credit Europe. This demonstrates how the area has successfully addressed its target market of occupiers seeking accommodation with all the benefits of being within the City Centre with the offer of flexible accommodation at a price-point more akin to an out-of-centre development.

Significant demand exists and it is essential that First Street is able to deliver the development necessary to meet a predicted uplift in this demand. The proposed hotel accommodation would also support the office uses in the City Centre and the

residential communities, cultural and tourism uses. Hotel uses are also in demand and the proposed hotel use would provide diversity to the First Street hotel offer and complement the existing luxury hotel, the Melia INNSIDE.

The development would be fully compatible with existing and proposed surrounding land uses, and would be a key part of the delivery of the next phase of development at First Street.

As well as being consistent with the emerging FSDF, the development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1

Visual Amenity Including Tall Buildings Assessment and assessment of the Impact on the Historic Environment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a building of this height. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Tall Buildings: Historic England Advice Note 4 published On 10 December 2015 and the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007.

Design Issues, Relationship to Context and Impact on Historic Context

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

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

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

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

- a. Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional;

- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

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

A Heritage Statement, Design and Access Statement and a Tall Building Evaluation and Townscape Assessment have been submitted. The assessment includes the cumulative impact of development proposed nearby.

The site is not within a conservation area and doesn't include any structures. The following listed buildings are within the vicinity of the site and would potentially be affected: The Grade II Listed Mackintosh Mill complex is approximately 70 metres to the east on Hulme Street. Other listed buildings close to the site include the Grade II Listed Cambridge Mill to the south east on Cambridge Street, Chorlton Mill to the east on Hulme Street and Chatham Mill on Chester Street to the south east and the Grade II Listed Altrincham Railway Viaduct to the north.

The impact of the development on the settings of these heritage assets from a townscape viewpoint has been assessed through the appraisal of four different viewpoints. It concludes that the development would have three instances of beneficial impact (Looking east from River Street towards the site, Looking north from Cambridge Street towards the site and Looking south from Medlock Street towards the site) and one instance of adverse impact (Looking west from Hulme Street towards the site).

The proposal would affect views of the nearby Grade II Listed Mackintosh Mill complex and Chorlton Mill, and this would be adverse as the proposals would fill the existing historic gap between the two listed buildings when looking west from Hulme Street towards the site.

The proposals would therefore cause less than substantial harm to the setting of these listed buildings. However, this is outweighed by the regeneration benefits of the proposal and the improvements to other viewpoints, including the provision of the new public realm and the opening up of a complete route from Hulme and the Universities into the City Centre.

The proposal would impact on the Castlefield Conservation Area as it would be seen in the distance along with numerous other taller buildings. It would not have an impact on the remaining above identified listed buildings due to the screening provided by existing buildings.

When looking east from River Street towards the site (viewpoint 1) the site is unattractive and hidden behind site hoardings and trees and makes no contribution to the street scene. The view terminates at One Cambridge Street in the distance and

these long range views take in modern and historic buildings, although they are largely obscured by the trees. The inclusion of the proposal at the corner of River Street and Medlock Street helps to articulate this view and frames developments in the distance.

The building would terminate the streetscape and create active frontages, encouraging activity along Medlock Street and River Street. The forthcoming Plot 11 First Street residential development (8 to 26 storeys) is visible as a cumulative scheme to the south on Wilmott Street.

It is not considered that their cumulative presence detracts from the streetscape or townscape. Overall, it is concluded that the proposals would improve the townscape from this view.



When looking west from Hulme Street towards the site (viewpoint 2), the site is substantially hidden by the buildings in the foreground. Long range views are dominated by the chimney stack of Chorlton Mill in the mid ground. The streetscape and townscape values from this view are high due to the historic buildings and historic street patterns. The Grade II Listed Chorlton Mill and Mackintosh Mill are clearly seen within this view.

The proposals would fill the existing historic gap between the two listed buildings and would therefore have a minor adverse impact on townscape. The future residential

scheme at Plot 11 First Street residential development is visible as a cumulative scheme to the south of the proposed development.

The River Street student residential scheme (5 to 32 storeys) has a prominent position within this view and is viewed cumulatively with the proposal to have a moderately adverse impact. Overall the proposals are concluded to have an adverse impact on the townscape from this view.



Looking north from Cambridge Street towards the site (viewpoint 3) the existing site is unattractive and hidden behind site hoardings and trees and makes no contribution to the street scene.

This view is dominated by the Deansgate Square residential scheme at Owen Street, which consist of four buildings ranging from 4 to 65 storeys, and the lower rise No. 8 First Street office scheme (7 storeys) on River Street. One Cambridge Street and the Grade II Listed Mackintosh Mills are also within the view, but sufficiently separated to be read separately.

It is apparent that Plot 11 First Street residential development will obscure views of the site from this location and it is not considered that its cumulative presence would

detract from the streetscape or townscape or detract from the setting of any heritage assets.

Although the proposal would add to the townscape value of this site by adding further modern development to the existing context, it would ultimately be obscured as a result of future developments. Overall the proposals are concluded to have a positive impact on the townscape from this view.



Looking south from Medlock Street towards the site (viewpoint 4) the site has limited visibility and the parts of the hoarding that can be seen do not contribute positively to the streetscape or townscape. The overall context of the view is modern, which the proposal would complement. The view down Medlock Street is a key gateway route from the City Centre to South Manchester.

The proposal would be an appropriate reference point to drivers in and out of the city. The forthcoming River Street student development (5 to 32 storeys) is visible as a cumulative scheme to the west. It is not considered that their cumulative presence detracts from the streetscape or townscape. Overall, it is concluded that the proposals would improve the townscape from this view.



The Townscape and Visual Impact Assessment has concluded that the overriding cumulative impact when considered alongside other consented schemes would be beneficial. Given the long running detrimental value of the site there is high capacity for replacing the lost form and grain of the site and an opportunity to enhance the architectural urban qualities surrounding the site.

The verified views demonstrate that the proposal would add a positive element to the skyline and would be complementary to the emerging character of the area. When viewed from the radial routes, the city centre skyline expresses the density of the City. Numerous tall buildings form important elements of the skyline and these are an essential part of the character of any dynamic city. The scheme, along with the nearby River Street, Deansgate Square and 1-5 New Wakefield Street and other consented schemes in the area contribute to a clear clustering of buildings which create a dynamic and varied skyline. The principle of taller buildings has previously been established in this area with the approval of the nearby Plot 11 site.

The proposal would be of an appropriate design quality, would be appropriately located at the edge of the City Centre and on a prominent gateway frontage of the First Street area, would contribute positively to sustainability and bring significant regeneration benefits. The proposal would also include public realm improvements. It

would have a moderate beneficial impact on any views of importance and would create a positive landmark. It would provide a positive architectural statement, enhance the City's skyline and have a positive effect on the townscape.

The site has archaeological interest relating to Manchester's residential and industrial heritage. Any archaeological interest would be fully investigated and recorded and this should be secured via a condition.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

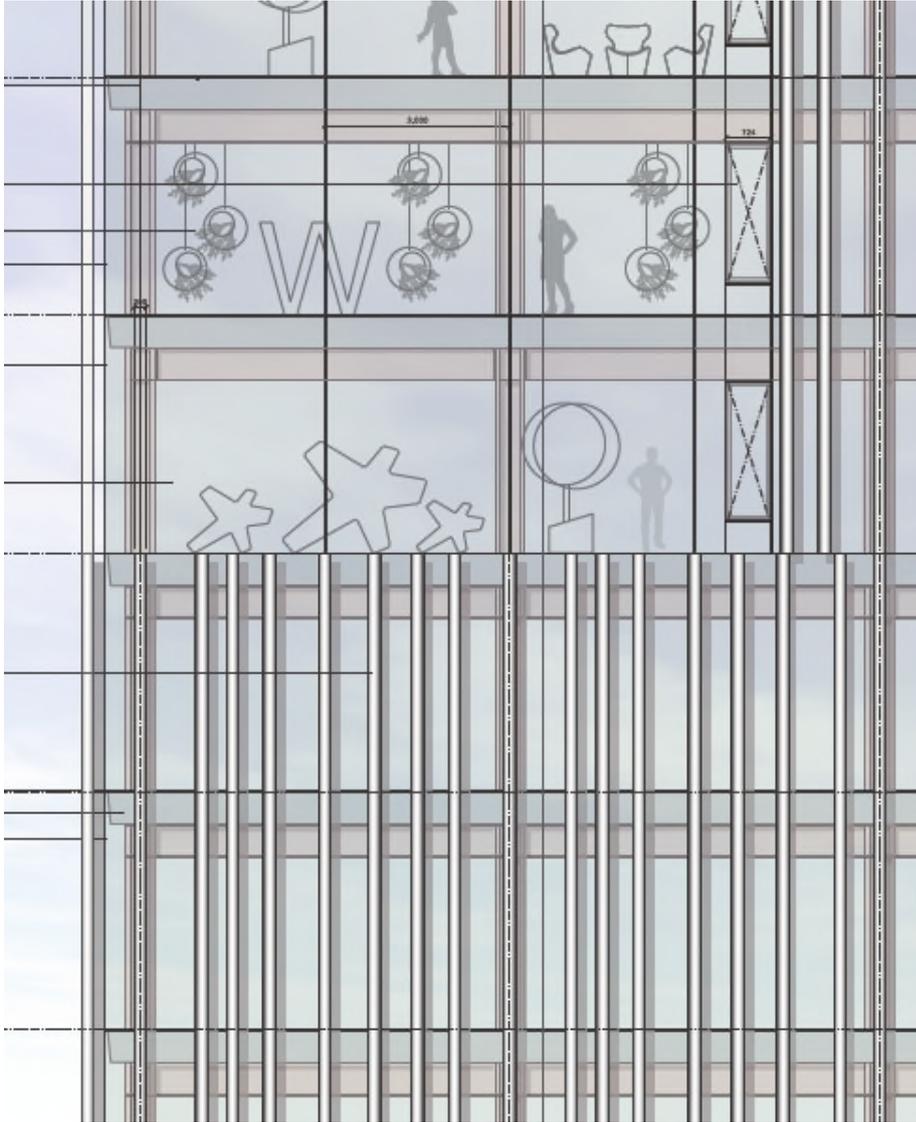
The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The building would integrate well with the surrounding predominantly modern environment that includes heritage assets and would positively contribute to the group of tall buildings on this side of the City Centre, including towers at Cambridge Street, Owen Street, River Street and Plot 11 on Wilmott Street.

A veil comprised of Polyester Powder Coated fins would surround the building to provide a constant appearance. It would also create voids, terraces or openings behind without revealing the changes in the facade between the hotel use and the office use and the plant space.

The facade behind the screen would be constructed of a glazed curtain walling system and would be determined by the functions of the building, which differ for the office, hotel and plant space. The glazing would incorporate body tint glass and back painted glass. Additional back painted glass panels are required to the south elevation to meet the fire performance criteria of the building and to prevent overheating.

The elevation along River Street faces the City Centre. The change between hotel floors and office floors would be seen behind the fins, and by a horizontal break in the rhythm of the fins. There would be a break in the fins where the winter gardens would be located. The winter gardens have been located to demarcate the hotel and office entrances and provide a visual marker along Medlock Street and First Street. The fins at ground level would rise to a peak above the main office entrance to provide further demarcation.



On the Medlock Street elevation the break in the rhythm of the fins occurs on the same floors all the way around the building. At the 11th floor, they would break above the hotel entrance to help to indicate the entrance. The fins would rise leaving a significant amount of ground level glazing clear.

The external courtyard is located at 12th floor level of the South elevation with the fins continuing to roof level to maintain the unified composition of the building, but adding to the differing elements behind the screen. There would be back painted glass panels on this elevation to meet the requirements for fire spread and to prevent overheating. Louvres would be installed to the plant area at 11th floor level and at ground around the service area and ramp access to the basement.

The hotel Signage would be located on the south elevation.

The elevation along First Street continues the language of the other elevations and the fins rise at ground floor level to demarcate the main entrance.

Coloured internal elements would highlight the primary form of construction to create interest and soffits, services would be exposed and shared workspaces provided to create a modern work place.

The materials would respond to the surrounding new build developments and add positively to the setting of nearby listed buildings. The Grade II Listed Chorlton Mill and Mackintosh Mill are clearly seen in context with the site. The proposals would cause less than significant harm to the setting of these listed buildings. However this impact is justified by public benefits the regeneration of a detrimental site, the replacement of the lost form and grain of the site and an opportunity to enhance the surroundings. Further specific public benefits include:

- The proposed reuse of a brownfield site contributing to the ongoing regeneration of Manchester and the expansion of city centre uses into an underused area;
- The opportunity to attract large companies to the City Centre building on the success of the established First Street area;
- The provision of a hotel use to complement and support existing cultural uses, including HOME;
- The use of local labour;
- The provision of high quality public realm and vegetation and sustainable design standards;
- Enhancing pedestrian linkages through the site and the wider First Street area to communities in Hulme, Castlefield and the wider City Centre;
- Improving connectivity to Manchester's green and blue network including Hulme Park and the River Medlock;
- Providing a high quality and highly visible development in a gateway location from South Manchester; and
- The provision of facilities for local residents.

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

The development would include routes that would be closer to the original urban grain than existing and incorporate routes around all four sides of the building. It would help to form links from River Street to Hulme Street that would continue the First Street route.

Active frontages would be provided to River Street, Medlock Street, the new public realm and Hulme Street with external seating within the new public realm and shelter in place from tree canopies.

The above characteristics would produce interest and improve the visual amenity of the First Street area and the 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, it is considered that the proposed development 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.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering hotel and office development, such as the First Street Estate, Viadux and Rossetti Square in the City Centre, Knowsley Place in Bury and Leopold Square in Sheffield. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings. The applicant has appointed an experienced team capable of designing a development of height and scale.

The design team have previous experience of delivering tall buildings within the City (most notably Vita on Oxford Road, Axis and 10-12 Whitworth Street West) and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

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 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The proposed office use could attract a range of occupants that would be beneficial to surrounding residents. The building is fully accessible for disabled people and the hotel would include 5% accessible bedrooms.

High quality materials are proposed and complementary colours would unify the site with its surroundings including the wider First Street area. The urban grain would be restored and high quality landscaped and tree lined pedestrian linkages would be provided through the site linking First Street with communities in Hulme, Castlefield and the wider City Centre. Connectivity would also be improved to Manchester's green and blue network including Hulme Park and the River Medlock.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 6, 7, 8, 9, 11, 12, and 16 of the NPPF, policies SP1, DM1, EN1, EN2,

EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. Oxford Street and Deansgate are bus routes and the closest Metrolink Station is Deansgate/Castlefield. Oxford Road Train Station and Deansgate Train Station are nearby. There are good pedestrian and cycle links to the rest of the city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

A Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan is intended to encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

The Transport Assessment demonstrates that there are sufficient public car parks within close proximity of the site and there would be 21 Car parking spaces and 164 cycle parking spaces on site within the basement. 24 cycle parking spaces would be allocated to the hotel use and 140 to the office use. 15 car parking spaces would be allocated to the hotel use and 6 to the office use. There would be three disabled parking bays.

A construction management plan would be required by condition.

The applicant is currently discussing the remaining issues with our Highway Services.

In light of the above, the development, it is considered that the proposal would not have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum a condition would require the submission of a construction management. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Energy and Environmental Standards and Energy Statement, including a BREEAM Pre-Assessment sets out the sustainability measures proposed. These would:

- Reduce water demand and improve water efficiency, for example the use of flow restrictors to taps;
- Reduce the amount of non-recyclable waste generated during construction and operation through waste management processes that aim to maximise recycling;

- Include where feasible the use of locally sourced and include maximised recycled content.
- Increase the ecological value of the site through additions within the public realm,
- Utilise renewable energy measures such as photovoltaics.

The proposal would redevelop a brownfield site.

The proposal would achieve an approximate 32.1% improvement over the Part L 2010 Building Regulations benchmark. A preliminary BREEAM assessment has concluded that the development can achieve a 'Very Good' rating. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Contribution to Public Spaces and Facilities

The proposal includes the creation of new streets to restore the urban grain and the upgrading of the materials of the existing streets and would provide permeability. A new section of public realm would also continue the pedestrian route that runs through First Street North to form a valuable link to the communities of South Manchester with trees, vegetation and benches. The high-quality landscaping and tree lined routes would unify the public realm with the wider First Street area.

There would be active frontages to all elevations, which would add activity and animation to surrounding streets. The uses proposed would enliven the area and provide natural surveillance to all frontages.

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

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their sensitivity and proximity to the site:

- Chorlton Mill on Hulme Street
- MacIntosh Mill on Hulme Street

Daylight

The assessment has used the following method to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 276 windows serving 141 rooms within two nearby properties have been assessed for daylight:

- Chorlton Mill on Hulme Street
- MacIntosh Mill on Hulme Street

Overall the impacts can be summarised as follows:

Chorlton Mill - 144 windows serving 80 rooms were assessed. For VSC, 91 windows (63%) meet the 27% VSC target in the baseline condition and 53 windows (37%) do not meet the target in the baseline condition. Following development all 144 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE. For NSL, all of the rooms assessed (100%) would meet the BRE criteria.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

MacIntosh Mill - 132 windows serving 61 rooms were assessed. For VSC, 102 windows (77%) meet the 27% VSC target in the baseline condition and 30 windows (23%) do not meet the target in the baseline condition. Following development all 144 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE. For NSL, all of the rooms assessed (100%) would meet the BRE criteria.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- a. Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- b. Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

A sunlight assessment has been prepared in respect of the 61 rooms in the properties which currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

Chorlton Mill – The 78 rooms (75%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. One room achieves the winter APSH target, but not the annual APSH target and one room achieves neither of the APSH targets as existing.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets in the proposed condition or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

MacIntosh Mill – The 46 rooms (75%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. 6 rooms (10%) achieve either the winter or annual APSH target and 9 rooms (15%) achieve neither of the APSH targets as existing.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets in the proposed condition or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

Overall it is concluded that the development would have a non-significant impact on either building for Sunlight and Daylight Amenity and would therefore have an acceptable impact.

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

Overlooking

The closest residential properties would be within MacIntosh Mill. The minimum window to window separation distance between the proposed development and these existing properties would be approximately 87 metres between the east facade of the proposed building and the west façade of Macintosh Mill. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on the existing residential properties or other buildings near the site.

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

(b) Wind

A Wind Comfort Computational Fluid Dynamics (CFD) study shows that wind conditions in and around the site would rate as suitable, in terms of pedestrian safety, for the general public. In terms of comfort, the conditions in and around the proposal would be suitable for the intended uses. Wind speeds on site are rated as safe and would meet standards for comfort for fast or business walking in winter and sort periods sitting or standing in summer. The study advises that no mitigation measures are required.

Given the above, it is considered that, acceptable conditions would be retained and it is considered that the proposals are in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The development has the potential to cause air quality impacts during the construction phase and during the operational phase. Additionally, given that the site is located within an air quality management area there is the potential for the expose of future occupiers to elevated pollution levels.

The construction process is expected to produce dust creating a 'medium risk' and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures.

The road traffic exhaust emissions of the operational stage would be vehicles travelling to and from the site and are unlikely to have a significant effect on air quality. The proposed boilers are also considered to be unlikely to have a significant impact. The assessment confirms that throughout the design of the scheme, air quality affects have been considered and the proposal benefits from inherent air quality mitigation. There are therefore considered to be no adverse impacts of the operational phase of the development on air quality.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the proposed uses.

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.

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the restaurant, bar or gymnasium use could be controlled through a condition. The proposed commercial uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned above.

Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

In view of the above, 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.

(e) TV reception

A baseline Television Reception Survey anticipates that the development is likely to have a neutral impact on television broadcast services for local residents as a result of the proposal. Any impact would most likely be in the shadow zone within 50m to the south east of the site, within which there are no viewers. The report concludes that significant interference to television reception is not expected at any residential locations as there are no Satellite dishes or Freeview antennas located in any theoretical signal shadow areas.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

In view of the above, 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.

(f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and it is considered that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

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.

Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, has been considered.

The proposal would include high quality public realm, which would provide amenity space and through-routes linking the wider First Street area to the communities of South Manchester. The ground floor layout would maximise the active frontages to surrounding streets, which would help to increase activity and vitality as well as increasing passive surveillance.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

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.

Waste and Recycling

The bin store for the hotel would be located on the ground floor and the bin store for the offices would be located within the basement.

Hotel guest waste would be stored in small waste bins in the guest rooms before being removed into waste bags by Housekeeping staff, who would segregate waste where possible, before the waste is sent in the goods lift to the ground floor bin store ready for collection.

The waste from the hotel reception, food and drink and back of house areas would be stored in segregated containers and collected by staff and taken to the ground floor bin store via the goods lift. The waste stored in segregated containers within the offices on each floor would be regularly collected by cleaners and transferred to the basement storage facility via the goods lift.

The waste from the standalone unit and any other ancillary uses would be collected by cleaners and transferred via the goods lift to the basement storage facility.

Collections would take place from a loading bay on the proposed street adjacent the Southern elevation of the building at the south eastern corner at collection times. Office waste would be transported via the proposed ramp to the collection point via trailers and electric tow tractors. Bins would then be immediately returned to the waste stores in order to minimise the amount of time that they are situated outside the building. The building management will ensure that the refuse areas and waste transfer routes are kept clean and uncluttered.

The predicted requirements for storage are as follows:

Hotel: 10no. Eurobins (3no. for pulpable waste, 4no. for general waste and 3no. for co-mingled waste) and 6no. 240L bins for organic waste.

General waste would be collected 5 times per week, pulpable waste 4 times per week, and co-mingled waste and organic waste 4 times per week.

Office waste: 15no. Eurobins (7no. for pulpable waste, 5no. for general waste and 3no. for co-mingled waste) and 8no. 240L bins for organic waste.

General waste and pulpable waste would be collected 5 times per week, co-mingled waste 4 times per week and organic waste twice a week.

A condition requiring waste strategies for the commercial units should be attached to any permission.

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

Full access and Inclusive Design

The building would be accessible to all and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated into the design.

5% of the hotel rooms would be accessible. This includes both left-hand and right-handed designed rooms. Some rooms would have showers and some would have baths to cater for different needs. All rooms would comply with DFA2 space standards. Pair inter-connected rooms are also provided to allow for guests who may be accompanied by a carer.

There would be two accessible rooms per floor, both located next door to one another in close proximity to the lift and 1800 x 1800 passing spaces would be provided at all key junctions.

The modular construction of the building creates maximum flexibility in terms of future adaptability, including provision of hoists within the accessible rooms.

All main entrances within the development comply fully with DFA2.

The office layouts would meet Building Regulations Part M and wherever feasible would meet DFA2 standards where these exceed the requirements of Part M as would the entry sequence.

Three DFA2 compliant accessible car parking spaces are proposed within the car park and one of these is suitable for van drivers.

The landscaping and public realm around the building has been designed to DFA2 standards.

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

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The proposed uses would bring additional vitality to the area. The development would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. It is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated into the finished scheme. It is recommended a condition be attached to any approval requiring the

implementation of the crime impact statement and to require the development to achieve 'Secured by Design' accreditation.

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

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate tree planting and soft landscaping as well as a roof garden. Trees would be planted on three of the streets surrounding the development and would be planted along Medlock Street and the First Street link from River Street to Hulme Street.

The development would include the planting of three trees for each tree removed.

The proposal would improve access to the River Medlock via First Street and to Hulme Park via Hulme Street and Medlock Street. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and Hulme Park and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

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

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The submitted Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

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.

Contaminated Land and Impact on Water Resources

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment and Remediation Strategy have been submitted. A condition is recommended to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. Adjacent land within the First Street area has been successfully remediated as part of previous and ongoing developments.

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

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme. Conditions should therefore be attached requiring the agreement, implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Conclusion

This hotel and office development would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for a tall building and the development would be well designed and of a high quality. It would fulfil an important role in providing hotel and office accommodation within the City Centre.

Hotel and office development would be consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. There is an identified need for these uses within the City Centre Strategic Plan and the First Street SRF. It would therefore assist in the promotion of sustained economic growth within the City.

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.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

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

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

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

Recommendation APPROVE

Article 35 Declaration

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.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

The location plan referenced 05662_MP_00_100 REV D received by the City Council as local planning authority on 5 October 2018

The drawings referenced:

05662_B1_02_2199 Rev F,
05662_B1_02_2200 Rev G,
05662_B1_02_2201 Rev I,

05662_B1_02_2202 Rev F,
05662_B1_02_2203 Rev F,
05662_B1_02_2207 Rev F,
05662_B1_02_2211 Rev G,
05662_B1_02_2212 Rev I,
05662_B1_02_2213 Rev G,
05662_B1_02_2217 REV F
05662_B1_05_2200 REV D
05662_B1_05_2201 REV E
05662_B1_04_2203 REV E
05662_B1_10_4200 REV E
05662_B1_10_4201 REV E
05662_B1_10_4202 REV E
05662_MP_00_1001 REV F
05662_MP_00_1200 REV E
PL1471.1-GA-100
PL1471.1-GA-101
PL1471.1-GA-102

All received by the City Council as local planning authority on 5 October 2018

05662_B1_04_2200_SK002
05662_B1_04_2201_SK002
05662_B1_04_2202_SK002

All received by the City Council as local planning authority on 29 November 2018

The Landscape Management Plan and Maintenance Regime referenced
PL1471.00.WO.01 received by the City Council as local planning authority on 29
November 2018

The following documents:

The Design and Access Statement prepared by 5 Plus Architects
The Historic Environment Desk-Based Assessment prepared by Pre-Construct
Archaeology
The Local Labour Agreement signed by Neil Pickup of ASK Real Estate
The Planning and Tall Building Statement prepared by Deloitte
The Baseline Television Signal Survey and Television Reception Impact Assessment
prepared by GTech Surveys Limited
The Ventilation Strategy prepared by Cundall
The Energy and Environmental Standards Statement prepared by Cundall
The Daylight and Sunlight Amenity Impact Assessment Report prepared by Gray
Scanlan Hill
The Air Quality Assessment prepared by Cundall
The Crime Impact Statement prepared by GMP
The Noise Assessment Report prepared by Cundall
The Arboricultural Impact Assessment (AIA) prepared by Urban Green
The Extended Phase 1 Habitat Survey – Updated prepared by Penny Anderson
Associates Ltd.

The Drainage Strategy prepared by Ramboll
The Flood Risk Assessment prepared by Ramboll
The Wind Assessment prepared by Ramboll
The Contaminated Land Desk Study prepared by Ramboll
The Heritage Statement prepared by Deloitte Real Estate
The Waste and Servicing Strategy prepared by Vectos
The Framework Travel Plan prepared by Vectos
The Transport Assessment prepared by Vectos

The Schedule of Responses prepared by Deloitte LLP received by the City Council as local planning authority on 29 November 2018

The emails from Rachel Hopkins of Deloitte LLP dated 29 November 2018 and 30 November 2018 (excluding point 3 of the email timed 13:05)

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SO1, SO2, SO5, SO6, SP1, EC1, EC3, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 of the Core Strategy and saved policies DC10.1, DC.14.1, DC14.2, DC19.1, DC20, DC26.1 and 26.5 and RC20.

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

1. A phased programme and methodology of investigation and recording to include:
2. archaeological evaluation
3. targeted archaeological excavation (informed by the above and subject to a new WSI);
4. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented;
5. A scheme to commemorate the site's heritage;
6. Dissemination of the results commensurate with their significance;
7. Provision for archive deposition of the report and records of the site investigation;
8. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

4) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- A Community Consultation Strategy;
- A method statement to protect the River Medlock from accidental pollution spillages, dust and debris during demolition and construction;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Noise and vibration and dust emission suppression measures that shall base the assessment on British Standard 5228 and any other relevant standards;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- A dilapidation survey, including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

5) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority before the development commences.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a

Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority upon completion of the approved landscaping works.

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

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

6) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. The following additional information shall be submitted to and approved in writing by the Local Planning Authority before development commences:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and Suds attenuation elements.

The works shall be implemented only in accordance with the approved information.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to national policies within the NPPF and NPPG and local policies EN8 and EN14.

7) Prior to development commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with

the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

8) Prior to the commencement of development, 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, 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.

9) Prior to the commencement of development a programme for the submission of final details, including where relevant samples and jointing details of all public realm, landscaping and roof garden 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 appropriate 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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

10) 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.

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

Reason - To ensure that the proposed piling activity is protective of controlled waters in line with paragraph 170 of the National Planning Policy Framework and pursuant to policies DM1, EN17 and EN18 of the Core Strategy.

12) No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July 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.

13) Before the C1, A1, A3, A4 or D2 uses hereby approved commence a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

14) The hours of operation of the A1, A2, A3, A4 and D2 uses hereby approved shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the uses hereby approved. The approved uses shall not operate outside of the approved hours of operation.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

15) The A1, A2, A3, A4 and D2 uses shall not commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal storage areas are required.

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

16) No part of the development shall be occupied until the space and facilities for the parking of 164 bicycles have been provided in accordance with the approved drawing referenced 05662 B1_02_2199. 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 until a strategy for safe access to the approved bicycle parking has been submitted to and agreed by the City Council as local planning authority. The bicycle parking shall then be accessed only in accordance with the approved strategy for the duration of the use hereby approved.

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.

18) 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.

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

- 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 and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN8 and EN14.

20) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

21) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as

local planning authority. The scheme shall be implemented in full before the use commences.

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

In relation to the Class A3, A4 and D2 uses hereby approved, these premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority before each of the Class A3, A4 and D2 uses hereby approved commence. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

22) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

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

23) 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.

24) No part of the development shall be occupied unless and until details of a parking management strategy for hotel guests has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements for the needs of guests whom may want to use a motorcar and Policies DM1 and T1

25) No external lighting shall be installed unless and until a lighting design strategy for the street lighting and all on site external lighting has been submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall:

- Show how and where external lighting will be installed;
- Specify frequency and duration of use.
- Provide full details of the designs and appearance of lighting units and the treatment of associated cabling and equipment,
- Confirm the luminance levels of the lighting and details regarding glare and light spill.
- Show how it has been designed and installed so as to control glare and overspill onto nearby residential properties and confirm the luminance levels

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment nearby residential properties, within fourteen days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of nearby properties and in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

26) 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.

The use of amplified music and/or sounds is not permitted in the external areas of the site at any time.

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.

27) 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 Baseline Television Signal Survey and Television 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 August 2018. 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.

28) The development hereby approved 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 before any of the building hereby approved is first occupied.

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.

29) The approved scheme for the storage and disposal of refuse from the hotel use (C1) and the office use (B1) as detailed within the Waste and Servicing Strategy prepared by Vectos and dated September 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

30) No loading or unloading shall be carried out on the site outside the hours of:

- 07:30 to 20:00, Monday to Saturday,
- 10:00 to 18:00, Sunday/Bank Holiday.

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

31) 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.

32) The development hereby approved shall comply with the recommendations contained within sections 4 and 5 of the submitted Crime Impact Statement prepared by Greater Manchester Police and referenced URN:2018/0533/CIS/01 received by the City Council as local planning authority on 3 August 2018. 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.

33) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced 05662_B1_02_2199 Rev F, 05662_B1_02_2200 Rev G, 05662_B1_02_2201 Rev I, 05662_B1_02_2202 Rev F, 05662_B1_02_2203 Rev F, 05662_B1_02_2207 Rev F, 05662_B1_02_2211 Rev G, 05662_B1_02_2212 Rev I and 05662_B1_02_2199 Rev F and described in the email from Rachel Hopkins of Deloitte LLP dated 30 November 2018 shall be fully implemented before the uses hereby approved commence and shall be maintained for the duration of the uses hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

34) The winter gardens shall be limited to use by the office 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.

35) 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.

36) The windows at ground level, fronting onto River Street, Medlock Street and the currently named future development sites Plot 9B and 10A shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

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

37) The uses of the ground and basement floor commercial unit hereby approved shall be limited to the following:

- a. any purpose in Class A1, Class A2, Class A3, Class A4 and Class B1a and:
- b. gymnasium use only and for no other purpose within Class D2:

Of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any Statutory instrument revoking and re-enacting that Order.

Reason - For the avoidance of doubt and in the interests of the amenity of surrounding occupiers pursuant to policies DM1 and SP1 of the Unitary Development Plan for the City of Manchester and in accordance with the description detailed on the application form.1

Informatives

- 1) Please note that Construction/demolition works must be confined to the following hours:
 - Monday - Friday*: 7.30am - 6pm
 - Saturday*: 8.30am - 2pm

- Sunday / Bank holidays: No work

*Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement via Environment on Call (0161 234 5004). Noise to be kept to a minimum in the first hour.

2) The applicant should refer to:

http://www.manchester.gov.uk/download/downloads/id/15267/controlling_pollution_from_construction_sites.pdf and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>.

3) The following works are required to be undertaken through S278 agreement between MCC's Capital Programmes and Property Team and the developer (Contact Manchester - 0161 234 5004):

- a. The proposed tree planting along Medlock Street;
- b. The proposed taxi drop-off bay on River Street;
- c. The proposed signalised pedestrian crossing providing access across Medlock Street;
- d. The proposed footway improvements to adopted highway; and
- e. The location of the proposed brass studs or similar to delineate the split between adopted and unadopted highway.

The following link can be used:

http://www.manchester.gov.uk/directory_record/270134/permission_to_do_work_on_the_highways_section_278_agreements/category/355/highways_and_pavements

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

5) It is recommended that discussion is held with MCC's Structures Team. Should there be any excavations and former cellars adjacent to the highway then structural drawings and calculations for temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section to obtain Approval in Principle (AIP).

6) Reuse of material on site

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution

- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt we should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The Environmental regulations page on GOV.UK.

Waste to be taken off site

Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2017
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with relevant guidance and that the permitting status of any proposed treatment or disposal activity is clear.

7) The applicant should refer to http://www.manchester.gov.uk/download/downloads/id/15267/controlling_pollution_from_construction_sites.pdf and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/> for guidance on Air Quality.

8) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

9) A water main crosses the site. As we need unrestricted access for operating and maintaining it, we will not permit development over or in close proximity to the main. We require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines', a copy of which is enclosed.

The applicant must comply with our 'Standard Conditions' document. This should be taken into account in the final site layout, or a diversion may be necessary. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion required as a result of any development

will be at the applicant's expense. If considering a water mains diversion, the applicant should contact United Utilities at their earliest opportunity as they may find that the cost of mains diversion is prohibitive in the context of their development scheme.

The Water Industry Act 1991 affords United Utilities specific rights in relation to the maintenance, repair, access and protection of our water infrastructure:

- Sections 158 & 159, outlines the right to inspect, maintain, adjust, repair or alter our mains. This includes carrying out any works incidental to any of those purposes. Service pipes are not our property and we have no record of them.
- Under Section 174 of the Act it is an offence to intentionally or negligently interfere with any resource main or water main that causes damage to or has an effect on its use or operation. It is in accordance with this statutory provision that we provide standard conditions to assist developers when working in close proximity to our water mains.

Both during and post construction, there should be no additional load bearing capacity on the main without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles. The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense. Our water mains may need extending to serve any development on this site and the applicant may be required to pay a contribution. Although water supply in the area is compliant with current regulatory standards, we recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

The applicant should be instructed to lay their own private pipe, to United Utilities standards, back to the existing main. If this should involve passing through third party land United Utilities must receive a solicitor's letter confirming an easement, prior to connection.

Please note that for properties over two stories high and commercial properties we recommend the developer considers the installation of tanks and pumps.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk. Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

10) Where United Utilities assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction. It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>.

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

11) If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

12) The applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>.

13) Cadent Gas does have Intermediate Pressure apparatus in the vicinity.

This was laid to the appropriate standards and in accordance with the relevant codes of practice. The pipeline is laid in a legally negotiated easement to which certain conditions apply.

The intended work is in the vicinity of our pipeline, which is laid in a legally negotiated easement to which certain conditions apply.

It is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline.

The BPD (Building Proximity Distance) for the BRADFORD RD - GAYTHORN 7BAR Pipeline is 3.5 metres.

The BPD is taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission.

This is the standard adopted by Cadent Gas and endorsed by the Health and Safety Executive (HSE).

There are other restraints imposed on high pressure gas pipelines, these are land use planning distances. These are distances defined by the HSE to allow them to advise on the acceptability of new developments next to the pipeline and are controlled through the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process. Further guidance on how these are applied can be found on the HSE's website <http://www.hse.gov.uk/landuseplanning/padhi.pdf>

Under Land Use Planning the HSE may wish to apply more stringent criteria for Building Proximity. I recommend that you ensure that they are formally consulted.

When working in the vicinity of ANY Cadent Gas pipelines, the standards set out in the Cadent Gas specification SSW22 must be strictly adhered to. **PLEASE ENSURE THAT THIS IS HANDED TO THE RESPONSIBLE PERSON ON SITE, TOGETHER WITH COPIES OF THE ENCLOSED PLANS.**

It is the responsibility of the applicant to contact Cadent Gas prior to any works commencing on site. As you will appreciate we are unable to provide specific guidance based on the information provided. It is therefore essential that the applicant should contact Cadent Gas at the earliest convenience providing detailed site plans, method statements and risk assessments. Correspondence should be forwarded to the above address and marked for the attention of 'The Plant Protection Team'. This will enable us to provide the relevant documentation for safe working in the vicinity of our pipeline, and to arrange appropriate site supervision.

Early Contact at the planning stage is very important to allow full discussion of proposals and to ensure the safety of plant and operators.

Plant Protection Team, 3rd Party Enquiries, Cadent Gas Block 1 floor 2 Brick Kiln Street Hinckley Leicestershire LE10 ONA.

Please note that a minimum 7 days' notice, or shorter if agreed with Cadent Gas, is required before any work may commence within the easement.

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: 121462/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
MCC Flood Risk Management
City Centre Regeneration
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

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

Representations were received from the following third parties:

Relevant Contact Officer : Emily Booth
Telephone number : 0161 234 4193
Email : e.booth@manchester.gov.uk



 Application site boundary  Neighbour notification
© Crown copyright and database rights 2018. Ordnance Survey 100019568