

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
121511/FO/2018	25th Oct 2018	13th Dec 2018	Deansgate Ward

**Proposal** Erection of two buildings comprising: 11 storey mixed use building (including ground and mezzanine) comprising workspace (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or D2) and rooftop amenity spaces known as Manchester Goods Yard; and, a further 10 storey mixed use building (including ground) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4 and / or D2) known as No.1 Grape Street, above two levels of basement parking for 391 cars and cycle storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works.

**Location** Land Bounded By Water Street And The Victoria And Albert Marriott Hotel To The West, The Grade II Listed Bonded Warehouse & Railway Viaducts To The, South, Atherton Street & Old Granada Studios To The East And Quay Street To The North

**Applicant** Manchester Quays Limited, C/o Agent,

**Agent** Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

## **THE SITE AND ITS SURROUNDINGS**

The site relates to land previously occupied by ITV at Quay Street and is within St. Johns area, which has been identified as a regeneration priority by the City Council. It is bounded by Quay Street, Granada House and Studios, the Bonded Warehouse, the Grade II Listed Colonnaded Railway Viaduct and Water Street. It includes ITV buildings and workshops which would be demolished to allow the conversion and extension of the Old Granada Studios (OGS) to progress. It also provides surface parking which would be used on a temporary basis for OGS in advance of the other proposals coming forward

The site is within the Castlefield Conservation Area and which contains the Grade II listed Bonded Warehouse, and there are a number of other listed structures and buildings within the immediate vicinity. MoSI contains is the former train / goods station, Grade I listed, and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street. Non-designated heritage assets include the former Granada HQ Building and Studios.

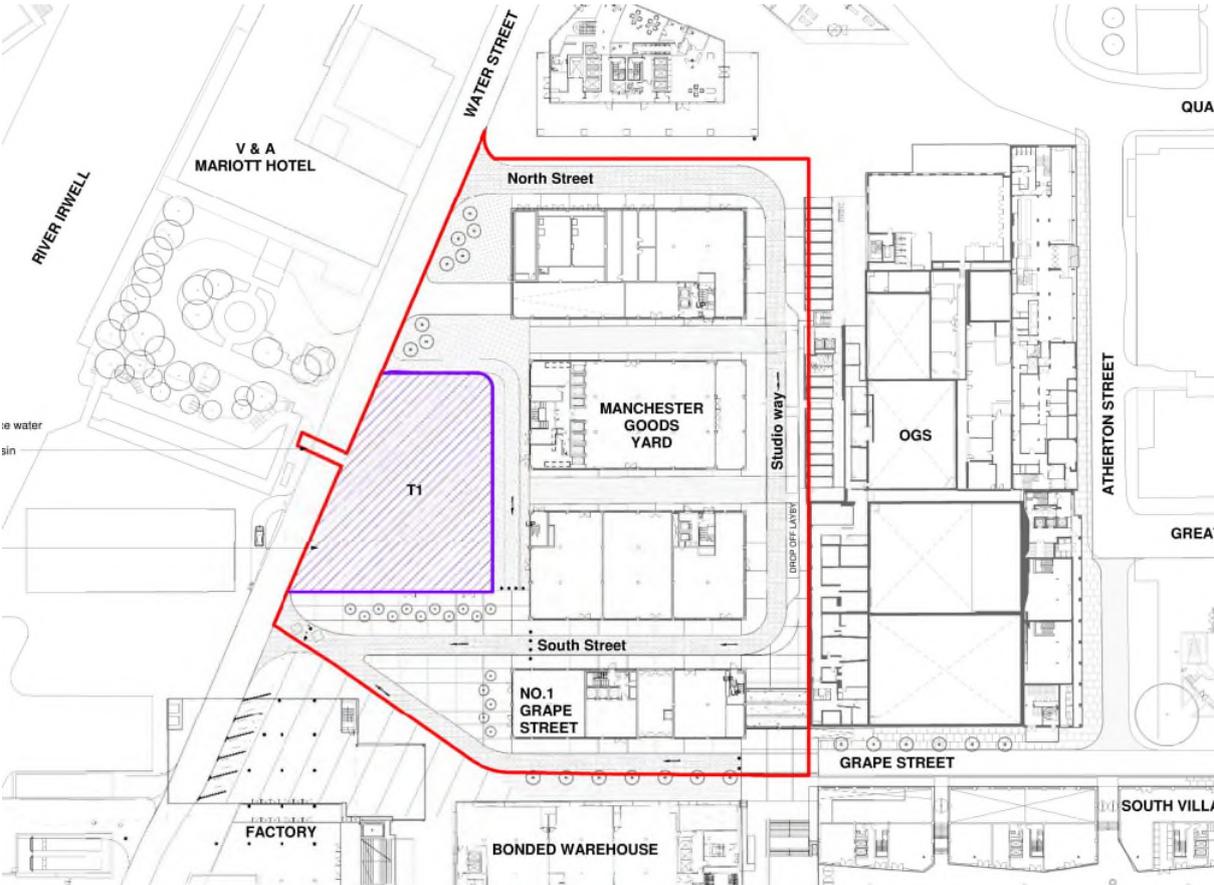
The St. John Street Conservation Area is to the east. Spinningfields is immediately to the north, and the River Irwell is to the west.

Salford Central and Deansgate railway stations are within 500m and their capacity has been enhanced and service frequency improved resulting in shorter journey times. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance and the Metroshuttle service operates from Lower Byrom Street and Deansgate.

Planning Permission (Ref. 114385/FO/2016) was granted in March 2017 to demolish the buildings and structures on the site and the construction of a 36 storey residential building (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4), an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses, and two levels of basement parking for 465 cars and cycle hub storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works."

### The PROPOSAL

This current application proposes to increase the height of the 8 storey component of the scheme by two floors in order to increase the amount of office space and to accommodate the requirements of a major, confirmed occupier, Booking.Inc. It would not amend the 36 storey tower and the revised office building could be implemented in conjunction with the approved tower.





The office component is now known as Manchester Goods Yard (MGY) and the residential tower as No.1 Grape Street and the development would form an early phase of the regeneration of St John's.

The proposal maintains the approved concept with the same general building footprint with four interconnected components. However, it has been modified in response to the end users needs. The number of cores have been reduced and internal bridge links have been replaced with usable floorspace which has created a more efficient building. The atria has been replaced by external terraces to improve amenity.

The two storey Live/Work element that was proposed above the office space would be replaced by studio workspaces. This would be above the MGY workspace creating an 11 storey building. This would increase the height of both MGY and No.1 Grape Street by 2-3 storeys or 9m.

An additional 12190 sq m of office, retail and workspace floorspace would be created compared to the extant planning permission. It would have retail and commercial units at ground and mezzanine floor levels,

A substation is required at ground floor level to facilitate power connections across the St. John's site.

The 36 storey residential tower would remain as approved. All other consented proposals within the St. John's area that form part of the supporting Environmental Impact Assessment are unaffected by this application.

The revised design and massing would create 4 distinctive building blocks and the architectural style would complement the historic warehouse buildings in the area. The new external streets would introduce routes which would emphasise the retail and commercial frontages. The revised proposal would comprise of solidly connected elements as opposed to linked elements.

The building would provide floorspace for an identified end user and flexible floorspace that would provide opportunities for small and medium sized enterprises.

Streets would be introduced between the different elements which would increase permeability and pedestrian access at ground level. There would be a prominent reception area for the anchor tenant and a dedicated entrance/reception for the co-working space. The office studios would be accessed via Block 01.



A Waste and Servicing Strategy provides a details of the procedures associated with collections that would take place from the basement. It provides details of the storage areas, segregation and waste transfer from the basement to the collection areas.

The external appearance is largely consistent with the approved scheme apart from the increase in height. The use of deep grit-blasted, dark grey, pre-cast concrete cladding panels, richly patinated metal infill cladding and crittal-style window frames would relate to the areas industrial heritage. The facade treatment would be consistent across all elements with repetitive facade bays which express the structural grid. .

The consented scheme contained 465 parking spaces (including 28 accessible bays) that would serve the proposal and the wider St. John's Masterplan. City Car Club parking spaces were proposed within the public realm. 340 cycle parking spaces were provided in the basement with 60 cycle parking spaces within the public realm. The revised proposals would provide 391 parking spaces and 495 cycle parking spaces, plus a further 60 spaces in the public realm creating 555 in total. The cycle spaces for office users would have shower, locker and changing facilities to encourage cycling.

A Framework Travel Plan would encourage workers and visitors to travel by sustainable transport modes. The Travel Plan would promote, cycling, walking, public transport and car sharing to reduce the demand for parking.

The waste storage areas have been modified but the overall quantum is consistent with the consented scheme. Two refuse stores in the basement would each contain sixteen 1100L Eurobins representing three days of storage. The ground floor commercial units would store their refuse bins within the main bin store. Refuse would be brought up to the ground floor via goods lifts adjacent to the bin stores. Service access to MGY is primarily made from a service route that runs between Tower 1 and MGY. This route is one way and includes space where vehicles can pull over to drop off goods or collect refuse.

Surface water would runoff into the River Irwell, in line with the original recommendations of the drainage strategy as a preferred option.

All entrances would be level; ramps are incorporated where necessary; entrance widths comply with or exceed statutory guidance; main reception areas are located on the ground floor of all buildings; and, all buildings would have fully accessible lifts.

In accordance with the EIA Regulations (Part 2 (Regulation 7) and Part 4 (Regulation 15)), a Screening and Scoping Opinion Request to Manchester City Council as Local Planning Authority was submitted to agree the revised scope of the Environmental Statement (on 02 October 2018). The EIA Screening Report concluded that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the 2016 EIA.

The EIA Regulations' (Part 3, Regulation 9) requires that subsequent applications where environmental information was previously submitted should be supported by environmental information that is adequate to allow the Planning Authority to assess the environmental impacts of development.

The application is supported by an Environmental Statement which considered the potentially significant environmental effects of the proposals, together with their cumulative effects, taking into account committed development and the wider endorsed St John's Strategic Regeneration Framework and masterplan proposals.

Planning application, certificates and notices

Accommodation schedule (part of the Design and Access Statement)

Red line boundary plan, existing and proposed plans, sections and elevations  
CGIs

Statement of Community Consultation

Design and Access Statement Addendum

Archaeological Desktop Report

Environmental Standards Statement and BREEAM Pre-Assessment

Energy Statement

Ecological Assessment

Crime Impact Assessment

Waste and Servicing Strategy

TV Reception Survey

Ventilation Strategy

Explosive Ordnance Threat Assessment

Environmental Statement (This is part of an EIA that covers St John's Place, Central Village (now known as Manchester Goods Yard and No.1 Grape Street), Tower 1 and Tower 2 (formerly Riverside)):

Environmental Statement

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway and footway. 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**

Local Residents/Businesses have been notified and the application has been advertised as:- a major development; affecting the setting of listed buildings; affecting a conservation area; - affecting a Right of Way Environmental Improvement Assessment and a development in the public interest. Site notices have been displayed and businesses and residents in the area notified of the application.

Head of Regulatory and Enforcement Services (Environmental Health) - Conditions to be included in accordance with those included on previous planning permission (Ref: 114385/FO/2016), as appropriate.

The Head of Neighbourhood Services (Highway Services) - No comments have been received.

Flood Risk - Recommended conditions relating to sustainable drainage

Neighbourhood Services (Trees) - No comments have been received.

Corporate Property - No comments have been received.

Strategic Development - No comments have been received.

Refuse / Sustainability - No comments have been received

Travel Change Team - No comments have been received

Greater Manchester Ecology Unit - No objections

Environment Agency - No comments have been received

Greater Manchester Archaeological Advisory Service - Recommended condition relating to investigation works

Greater Manchester Police (Design for Security) -

Transport for Greater Manchester - Recommended Travel Plan condition.

Historic England - No comments

United Utilities - No comments have been received

Canal and River Trust - No comments

Network Rail - No objections

Greater Manchester Pedestrian Society No comments have been received

## **POLICIES**

Local Planning Policies relevant to the proposal have not changed since the approval of the original application in April 2017 (Ref:114385/FO/2016) and the key Development Plan documents in Manchester including the Manchester Core Strategy (2012) and Saved Policies of the Manchester Unitary Development Plan (1995) remain intact.

An update to the National Planning Policy Framework ('NPPF') was adopted on 28 July 2018. The relevant paragraphs of the revised NPPF are set out below.  
National Planning Policy Framework (2018)

### National Planning Policy Framework (2018)

The revised NPPF sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

The presumption in favour of sustainable development - the golden thread running through plan-making and decision taking (para. 11) - remains at the heart of the revised NPPF (2018). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.

The Government emphasise that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life by supporting existing and future generations' health, social and cultural wellbeing.

The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

The proposal would comply with the following policies or parts thereof:

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 7 & 8).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal would 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 - is a commitment to secure economic growth to create jobs and prosperity, building on an area's inherent strengths. It places significant weight on sustainable economic growth and recognises that planning policies should be flexible enough to allow for new and flexible working practices. The proposal is for a significant amount of commercial space which would create jobs and prosperity through construction and through the vibrancy and vitality that the development would deliver.

Section 7 - Ensuring the Vitality of Town Centres - promotes competitive town centres. The proposal would develop a large commercial building in St Johns. St Johns will be a neighbourhood that attracts and retains a diverse labour market. This would support Greater Manchester's growth objectives and help meet the demands of a growing economy and population. St Johns is well connected and the proposal would to promote sustained economic growth.

Section 8 - Promoting healthy and safe communities - the planning system can facilitate social interaction and create healthy, inclusive communities. The development would create jobs and provide amenities and facilities with active street frontages. The area would be safe and accessible and fully integrated into the wider area. It would relate well to and complement activity in the surrounding area.

Section 9 - Promoting Sustainable Transport - The development would be in a sustainable location that would the need for workers, residents and visitors to travel. A choice of sustainable transport modes would all be available and this would contribute to sustainability and health objectives.

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 development of this brownfield site in a major regeneration priority area within the City Centre would use the site effectively. .

Section 12 - Achieving Well-Designed Places - seeks the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design would be contemporary and high quality and would enhance the St Johns area and the City Centre.

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. St Johns is a highly sustainable City Centre location and would aim to secure a BREEAM very good accreditation.

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 application has considered the potential risks of various forms of pollution, including ground condition and noise. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on 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 within the Castlefield Conservation area and there are listed buildings nearby along with a non-designated heritage asset and the impact on the heritage assets is clearly set out below.. The applicant has submitted an archaeological desk-based assessment that shows that the application 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.

## **Relevant Local Policies**

### Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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 St Johns is highly accessible and development here would reduce the need to travel by car and would support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would create jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide employment opportunities near to housing and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport St Johns is highly accessible and the proposal would reduce the need to travel by car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks 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 seek to 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; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 - Spatial Principles - This sets out the key special principles which will guide the strategy. Development in all parts of the City should:

"Make a positive contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless of disability; and, protect and enhance the built and natural environment"

Development at St Johns would be highly sustainable and would deliver economic and commercial development within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to the City Centre by: enhancing the built and natural environment; creating a well designed place that would enhance and

create character; re-using previously developed land; and, reducing the need to travel.

Policy CC5 - Transport - Development in St Johns would be accessible by a variety of modes of sustainable transport and would contribute to improving air quality.

Policy CC8 Change and Renewal - The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes.

Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

Policy CC9 - Design and Heritage - The proposal would have a high standard of design and materials appropriate to its context and the character of the area. It would affect the setting of nearby listed buildings but would enhance the character of the Castlefield Conservation Area, within which it is located.

Policy T1- Sustainable Transport - The proposal would encourage modal shift away from car travel to more sustainable alternatives and by redeveloping this redundant site this would improve key pedestrian routes.

Policy T2. Accessible Areas of Opportunity and Need - A Transport Assessment and Travel Plan Framework, conclude that the development will not adversely affect the operation of the highway. The site is extremely accessible by a range of sustainable public transport modes, including the free City Centre Metroshuttle bus service whose three routes all pass the site, which connects it to major rail stations. The site is also close to Metrolink which has a stop at Deansgate Castlefield.

Policy EN1- Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area and the overall image of Manchester. The design responds positively at street level and would create a significant landmark building.

Policy EN3 Heritage - This policy states that throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character,

setting and accessibility of areas of acknowledged importance. The submitted Heritage Statement identifies that there is much capacity for change within the site, and that the proposals will maximise the opportunity to enhance the architectural and urban qualities around the site.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- to reduce the need for energy through energy efficient features such as improved insulation and glazing
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies

An Energy Statement and Environmental Standards Statement have been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN4.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. An Energy Statement has been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN6.

Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces. An Environmental Standards Statement sets out how the proposal will be adaptable to climate change in terms of its sustainable design and construction.

Policy EN14 Flood Risk - In line with the required risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

The site falls primarily within Flood Zone 1 and partly in flood Zone 2 and is approximately 1.5 hectares in size. A Flood Risk and Drainage Statement therefore accompanies the application and sets out the strategy for drainage, including incorporation of SUDs, and which SUDS might be appropriate for the site.

Policy EN 16 - 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.

Policy EN 17- Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability- A desk study which considers ground contamination issues has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste and Servicing Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy DM 1- Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are of 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.

These issues are considered full, later in this report.

### Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

Policy DC10.1 Food and Drink Use - The mix of uses proposed would promote activity throughout the day and evening, helping to create a vibrant and active new neighbourhood within the City Centre.

Policy 17.1. Telecommunications - This places restrictions on telecommunications equipment

Policy DC18.1. Conservation Areas. - The development is within the Castlefield Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst there are no listed buildings within the application site, the development is also close to, and would affect the setting of, a number of listed buildings.

DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

DC26.1 Development and Noise - This details how the development control process will be used to reduce the impact of noise on people living and working in the City and which states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity, and the implications of new development being exposed to existing noise sources.

DC26.2 Development and Noise - New noise-sensitive developments including large-scale buildings will be permitted, subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can be realistically reduced.

DC26.4 Development and Noise - Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

DC26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst there are no listed buildings within the application site, the development is also close to and would affect the setting of a number of listed buildings.

## **Other Relevant Guidance**

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

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

It goes on to state that developments that remain flexible and allow for new users and functions to take over will be supported. Internal space within buildings should be designed such that it retains a long-term flexibility for adaptation for use by future users.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

The proposed uses, and the design of the proposed development, would ensure flexibility in providing differing activities and would be fully compatible with The Guide to development.

## City Centre Strategic Plan 2015-2018 (Draft, 2015)

The draft City Centre Strategic Plan was presented to Manchester City Council's Executive Committee on 29 July 2015 and was recommended for a final round of consultation before being brought back to the Executive Committee to endorse the final version. The report provides an update to the earlier City Centre Strategic Plan 2009-2012.

Within the draft report, St John's is recognised as an area that has the potential to deliver a neighbourhood that epitomises Manchester's character, culture and heritage. It outlines how St John's will be a new unique city centre neighbourhood, a community of creativity, culture and innovation where people can live, work and experience the best of the city.

It is highlighted that St John's will also be the catalyst for significant redevelopment of Manchester's cultural infrastructure. The area will be the home of Factory Manchester, a nationally unique flexible arts space and arena.

Within the document, Manchester City Council have outlined their key priorities for St. John's to 2019:

- Begin delivery of the early phases of the St. John's development, including the refurbishment of the historic Bonded Warehouse, Manchester Grande 'event hotel', Village Phase 1 and initial residential schemes.

- Enhancing and creating new linkages to Spinningfields and Castlefield neighbourhoods.
- Design and start on site with The Factory Manchester.
- Manage the impact of the Ordsall Chord works.

St John's Place represents the delivery of a significant proportion of residential development in the context of the wider St John's neighbourhood area and is therefore key to ensuring that the regeneration initiatives, as outlined in the City Centre Strategic Plan, are met.

#### 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.

#### Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to growth and development objectives. The overall St Johns scheme involves the transformation of a significant area and would involve the creation of significant areas of public open and new routes including new tree planting. The River Irwell is identified as a major asset of St Johns and new development would open up access to it as a major resource.

The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste and Servicing Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

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

Section 149 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 a protected characteristic. The proposed development would not adversely impact on any relevant protected characteristics.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

### **Environmental Impact Assessment**

In accordance with the EIA Regulations (Part 2 (Regulation 7) and Part 4 (Regulation 15)), a Screening and Scoping Opinion Request to Manchester City Council as Local Planning Authority was submitted to agree the revised scope of the ES on 02 October 2018. The EIA Screening Report concluded that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the 2016 EIA.

'The EIA Regulations' (Part 3, Regulation 9) requires that subsequent applications where environmental information was previously submitted should be supported by environmental information that is adequate to allow the Planning Authority to assess the environmental impacts of development.

The Environmental Statement Re-Submission therefore constitutes a resubmission of the 2016 Environmental Statement submitted in relation to Tower 2 within St. John's. It is important to note that the 2016 Environmental Statement assessed the environmental impacts of four separate applications for planning permission. The Environmental Statement is resubmitted in order to allow assessment of the difference in environmental impacts brought about by the changes proposed in the current Manchester Goods Yard and No. 1 Grape Street proposals (formerly referred to as Central Village) to that which was previously submitted.

The 2017 EIA Regulations introduced changes to the EIA Screening process, as well as the wording of Schedule 4, which sets out the mandatory information for inclusion in Environmental Statements. The full details of the information provided is set out within the supporting Environmental Statement .

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

## **CONSERVATION AREA DECLARATION**

### Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

## **ISSUES**

### Principle of the Proposed Use and the Scheme' Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter, the Civic Quarter and Castlefield. This is an ongoing process and much remains to be done if the City Centre is to remain competitive. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. It is essential therefore that the City Centre continues to grow and provide new commercial accommodation in order to deliver regeneration.

There is an acknowledged shortage of good quality office accommodation within the regional centre and, as occupational demand continues to grow, it is essential to ensure that good quality product is brought forward in sustainable locations such as St Johns. The proposal would transform this area and improve the perception and image of St Johns and act as a catalyst for further regeneration. A high quality development would deliver significant benefits and would continue the regeneration process.

The proposal would help to create an attractive urban environment for those who choose to live, work in and visit it; and help to ensure that the City Centre is competitive. It would strengthen the business sector, be accessible to all users and promote investment opportunities. It would enhance the City's architectural and historic fabric and create jobs and, therefore, help to continue the successful regeneration of the city centre and its economy.

In view of the above, the development would be in keeping with the relevant planning policies referred to above.

### Design Issues / Impact on Townscape

The development of St Johns should transform the character of the area in a major and beneficial way. The area would become more open and permeable and public space would increase significantly. Castlefield is of historic significance and is of high townscape quality, containing many listed buildings and structures of historic significance. Castlefield is also a popular residential area and attracts many visitors. .

The proposal would develop a site that has a negative impact on its surrounding and establish a strong sense of place, enhancing the quality and permeability of the area and its architectural fabric. It would be a contemporary design which reflects the local context and would positively respond to Castlefield and heritage assets.

It would develop a large prominent, underused site which would improve the perception and image of St Johns and should promote further regeneration. The proposal would enhance connections to the city centre as well as to new developments and regeneration initiatives nearby and therefore create a sustainable pattern of development.

When assessing the impact of development within the setting of a Listed Building a key consideration is whether or not the impact seriously affects an important element of its "special architectural or historic interest". This impact could include its setting.

It is the degree of harm to the asset's significance rather than the scale of the development that has to be assessed. As the proposal does not physically impact on the identified heritage assets or detract entirely from key views of them, the level of harm would be less than substantial.

There can be no doubt that new development is required in this part of the conservation area and this part of the city centre. The proposal is consistent with agreed regeneration priorities and would make a positive contribution to local character and distinctiveness.

The proposal would support the aims of the Core Strategy as it would: bring an underused City Centre site at a key gateway location back into active use; be located in a highly sustainable location with excellent access to public transport and employment, leisure and retail opportunities in the city centre; deliver much needed office accommodation; be of a high quality; improve public realm; and, provide active ground floor uses.

## The Architectural Quality of the Building

The architectural quality of the buildings including scale, form, massing, proportion and silhouette, facing materials and relationship to other structures is an important consideration.

The proposed scheme has been the subject of significant design consideration, consultation and evolution. The buildings and associated public realm would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre.

The design of the proposed development also takes account of its relationship with surrounding development in terms of height and will combine sensitively with the existing fabric of the Regional Centre whilst emphasising the unique gateway location.





## Historic Environment

A detailed Heritage Assessment has been submitted in support of the application that sets out the impact of the scheme on a wide range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance.

The MoSI site contains the former train / goods station ( Grade I ), and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Bonded Warehouse, which is within the St Johns Masterplan Area, the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street.

Any harm that is caused to heritage assets or their setting has to be considered against the public benefits that would be delivered as set out in the NPPF. The proposal would be an early phase of the regeneration of the St Johns area. It would fully utilise a previously developed site, delivering a high quality building within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the Greater Manchester Strategy 2013-2020. The

development would support economic growth in the City and create employment in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment of the area.

The proposed scheme is considered to preserve the setting of the conservation areas and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. In addition, the proposals form part of the high quality regeneration of the city centre.

Manchester is a constantly evolving city and the relationship of old and new buildings across the city recognises this. Part of the City's historical evolution has been its regeneration and re-invention and this forms part of its modern day incarnation. The scale and materiality of the proposal has been carefully considered to ensure that whilst the setting of a number of heritage assets is changed, it is not harmed.

In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of the NPPF.

#### Credibility of the Design

The design has developed in consultation with the developer and a contractor from the outset. The scheme presented is agreed, viable and deliverable. It is understood that funding has been secured and there is a real commitment to deliver the development.

The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

#### Relationship to Transport Infrastructure

The site has excellent transport infrastructure including roads, footways, cycle routes, bus, Metroshuttle, rail and tram. The site is close to Salford Central and Deansgate stations. Metrolink stops are at St Peter's Square and Deansgate-Castlefield and a Metroshuttle service operates from Lower Byrom Street and Deansgate.

There are good pedestrian links to the wider City Centre with a wide range of amenities within a 10 minute walk. The Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the sites.

#### Sustainability

The development would result in reduced surface water run off than that which is existing. It includes measures to minimisation, recover and recycle waste. Sustainable building materials are proposed and existing materials on-site would be used where possible. The site benefits from excellent public transport links thereby

reducing reliance of private cars, and the level of proposed cycle provision within the development contributes to the sustainability of the proposed scheme.

### Archaeology

An Archaeology Desk-Based Assessment has established the nature and significance of the archaeology within the area and assess the impact of the development. There are no sites of potential archaeological interest that have statutory designation, and are not therefore considered to necessarily merit preservation in-situ.

A condition is recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

### Contribution to Public Space and Facilities

The proposal would deliver real improvements within the area which is currently dominated by surface car parking with very little activity. A new and improved public realm would be complemented by active ground floor uses which would help to create a sense of place for residents, workers and visitors. A number of key routes would be provided through and around the site that would be reinforced through tree planting, and high quality public realm.

The public spaces would include large feature trees and the soft landscaping has been designed to respond effectively to the known wind microclimate in this location. The public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the St Johns area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

## **Environmental Issues**

### Wind

An assessment has been provided of the potential impact of the proposals on the pedestrian level wind environment in and around the sites and surrounding area. The proposal introduces a number of significant structures and wind tunnel testing of a physical scale model has been combined with long-term wind statistics from Manchester Airport to provide a detailed assessment of pedestrian level wind conditions in and around the site, in order to ensure pedestrian safety and comfort.

The main influences of the wind speed (e.g. landscaping in the public realm and the presence of tall buildings across the masterplan) remain the same as the previously consented scheme and it is proposed that the final wind mitigation scheme for the proposals be developed through a further iteration of testing and agreed via a planning condition.

### Daylight and Sunlight

A Sunlight, Daylight and Overshadowing Assessment considers the impact of the proposals on the levels of daylight and sunlight to the surrounding windows of sensitive receptors, including residential apartments and hotel buildings. The assessment considers the T1 Tower as well as the T2 tower and St. John's Place towers, approved in other parts of the St John's Masterplan area.

The baseline condition demonstrates that very few of the adjacent properties are able to meet with the BRE guidance for all the windows analysed; unsurprising given the City Centre locality. In the context of the City Centre setting it is considered that the overall impact of the proposed development is comparable to other high rise developments in the City. In consideration of the scale of the proposed development it is considered that the overall impact on daylight and sunlight is less than would be expected in a typical City Centre high rise development.

Within the confines of the sites, consideration has been given to the design of the proposals in relation to the daylight to the surrounding properties. The layout of the proposals is set out so that the towers with the most significant height are away from the perimeters of the sites, where adjacent properties are in closer proximity. It is not considered that there are additional realistic and economically viable methods to mitigate the impact on the surrounding properties whilst ensuring that the proposed development remains commercially viable.

### Air Quality

The Air Quality assessment considers the impact of the proposed development, both during construction and operation, on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities. The Environmental Statement concludes that, based on the overall changes in air quality, the impact on air quality was identified as giving rise to minor adverse effects in 2017 and negligible effects in 2032.

It is considered that, provided recommended mitigation measures are implemented into the proposed development, the significance of the predicted impacts will be reduced.

### Noise and Vibration

An updated Environmental Noise Survey has been undertaken which includes a noise and vibration technical chapter. It is considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation measures in place, the operation of the proposed development would not have an adverse impact on surrounding uses.

### TV Reception

An updated TV Reception Survey has been prepared, taking into account both desk-based research and field surveys, to determine if the potential impact upon the television reception and if so, where.

The survey identifies some areas in which reception may be affected and proposes the following mitigation measures:

- Change of aerial type to one most suited to the type of interference being received.
- Re-siting of the television aerial to a position on the property where interference is reduced or not present.
- Increase or decrease of aerial height.
- Installation of masthead amplification to improve television signal strengths being received.

### Flood Risk and Drainage

The previously consented scheme offered two drainage strategies, which involved:

- Option 1 - Drain to Existing Sewer Networks: The development plot would drain back to the existing adopted sewer network within Grape Street. The flows would be restricted to in excess of 50% of the current flows and attenuation within the footprint of the development site would be required.
- Option 2 - Drain to the River Irwell: A separate surface water drainage network will need to be installed to serve St John's development within its entirety. Into which this development plot would connect. The discharge into the River Irwell would be unrestricted; as such no attenuation is required within the plot boundary.

At that time, there was a preference to deliver a scheme in line with option 2 set out above.

Further design work has now been undertaken and it has been determined that the chosen option is now Option 2, in line with the original recommendation. This option is set out in detail within the updated Environmental Statement and supporting updated technical appendices.

### Ground Conditions / Contaminated Land

As part of the previous extant planning application, A Phase 1 Desktop Study determined that the site was located within a relatively low risk environmental setting that is unlikely to be impacted or affected by nearby current or historical industrial activities and no potentially contaminative uses were noted at the time of inspection. The report recommends that a Phase 2 Site Investigation is completed to further assess items identified by the Phase 1 Desktop Study, prior to commencement of demolition and construction of the proposed development.

It concludes that the site's development process, and the completed developments, will have a minor beneficial impact; owing to the fact sources of contamination beneath the site will be investigated and treated during the construction process. Furthermore, the development is also considered to have a minor beneficial impact when viewed cumulatively with other developments proposed or completed within the local area for similar reasons.

## Ecology

The Ecological Report and Bat Surveys have been compiled in support of the application. The reports consider that the proposal is feasible and acceptable in accordance with ecological considerations and relevant planning policy.

## Crime and Security

A Crime Impact Statement has been prepared by Greater Manchester Police has confirmed that GMP is fully supportive of the scheme; it provides a number of recommendations which will be considered during the detailed design stage through on-going dialogue with Greater Manchester Police. GMP have confirmed that the recommendations of the original Crime Impact Statement still stand.

## Retail Uses

Flexibility is sought for the units across a mix of use classes (A1 retail, A2 financial and professional services; A3 restaurant and café units; A4 bar; and / or D2 on the MGY mezzanine only). Occupiers would be actively managed to ensure a complementary mix of tenants and uses and it is proposed that there would be a balance of uses across the use classes. Restaurant and café units would be located on prominent corners to draw activity into the site.

Due to the nature of the operators, trading hours will need to remain flexible. However, retailers should be encouraged to stay open and maximise day trade. Opening hours should allow for appropriate retailers to potentially capitalise of evening trade from the nearby residential population.

The proposals include a series of external seating areas, which will add to the vitality and vibrancy of the area and help to draw people in. Given the tight-knit nature of the public realm within the development, it is proposed that these external seating areas will be relatively small. The definitive boundaries (and approach to demarcation) for all external seating areas are proposed to be agreed via a planning condition.

## Smoking arrangements.

The proposals would need to accommodate for smokers in external areas. This is likely to be of relevance to daytime office workers and visitors to eating and drinking establishments. This issue needs to be carefully controlled, and it is recommended that a strategy for the control of smokers be imposed as a condition.

## **CONCLUSION**

The application is to modify an extant Planning Permission, which will allow it to come forward in a manner consistent with regeneration priorities for St. John's. The proposal would bring the site back into a long-term, viable and active use. It would bring jobs to the area and support the construction sector. It is estimated that the scheme would provide approximately 1,730 permanent FTE jobs.

The proposal is in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

The impact of the development proposals at St Johns, of which the current application forms a part, would be experienced throughout the City Centre. Investment, visitors, activity (both pedestrian and vehicular), environmental change, economic growth, perceptions of Manchester and the provision of an iconic development would, it is expected, provide a start to the longer term regeneration objectives of the area.

As such, the application which is the subject of this report is therefore recommended for approval, subject to the imposition of appropriate conditions, as included, where appropriate, on the previous planning permission for the site (Ref:114385/FO/2016).

**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 polices 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**

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to issues arising in relation to dealing with the planning application. Officers held extensive pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process, and the proposal is considered satisfactory.

#### **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:

Plans: SJQ-600-CTA-XX-L01-DR-A-07104 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 01 FLOOR PLAN GENERAL;  
SJQ-600-CTA-XX-L02-DR-A-07105 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 02 FLOOR PLAN;  
SJQ-600-CTA-XX-L02-DR-A-07105 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 02 FLOOR PLAN;  
SJQ-600-CTA-XX-L04-DR-A-07107 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 04 FLOOR PLAN;  
SJQ-600-CTA-XX-L05-DR-A-07108 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 05 FLOOR PLAN;  
SJQ-600-CTA-XX-L06-DR-A-07109 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 06 FLOOR PLAN;  
SJQ-600-CTA-XX-L07-DR-A-07110 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 07 FLOOR PLAN;  
SJQ-600-CTA-XX-B02-DR-A-07100 Rev 05 GENERAL ARRANGEMENT PLAN - BASEMENT B02 FLOOR PLAN;  
SJQ-600-CTA-XX-B01-DR-A-07101 Rev 06 GENERAL ARRANGEMENT PLAN - BASEMENT B01 FLOOR PLAN;  
SJQ-600-CTA-XX-L00-DR-A-07102 Rev 04 GENERAL ARRANGEMENT PLAN - GROUND FLOOR PLAN;  
SJQ-600-CTA-XX-L08-DR-A-07111 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 08 FLOOR PLAN;  
SJQ-600-CTA-XX-XX-DR-A-07200 Rev 04 PROPOSED EAST ELEVATION; SJQ-600-CTA-XX-XX-DR-A-07202 Rev 04 PROPOSED WEST ELEVATION;  
SJQ-600-CTA-XX-XX-DR-A-07201 Rev 04 PROPOSED SOUTH ELEVATION and SJQ-600-CTA-XX-XX-DR-A-07203 Rev 04 PROPOSED NORTH ELEVATION;  
SJQ-600-CTA-XX-XX-DR-A-07204 Rev 03 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 03;  
SJQ-600-CTA-XX-XX-DR-A-07205 Rev 03 PROPOSED NORTH SECTION / ELEVATION, BLOCK 03;  
SJQ-600-CTA-XX-XX-DR-A-07206 Rev 03 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 02;  
SJQ-600-CTA-XX-XX-DR-A-07207 Rev 03 PROPOSED NORTH SECTION / ELEVATION, BLOCK 02;  
SJQ-600-CTA-XX-XX-DR-A-07208 Rev 03 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 01;  
SJQ-600-CTA-XX-XX-DR-A-07209 Rev 03 PROPOSED NORTH ELEVATION No.1 Grape Street;  
SJQ-600-CTA-XX-XX-DR-A-07300 Rev 04 PROPOSED SECTION A-A;  
SJQ-600-CTA-XX-XX-DR-A-07301 Rev 04 PROPOSED SECTION B-B;  
SJQ-600-CTA-XX-XX-DR-A-07400 Rev 02 DETAILED ELEVATION STUDY;

SJQ-600-CTA-XX-XX-DR-A-07502 Rev 03 NEW RED LINE APPLICATION BOUNDARY OPTION 2 SJQ-600-CTA-XX-XX-DR-A-07503 Rev 02 EXISTING SITE PLAN WITH NEW RED LINE APPLICATION BOUNDARY;  
SJQ-600-CTA-XX-L00M-DR-A-07103 Rev 04 GENERAL ARRANGEMENT PLAN - MEZZANINE LEVEL FLOOR PLAN;  
SJQ-600-CTA-XX-L09-DR-A-07112 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 09 FLOOR PLAN;  
SJQ-600-CTA-XX-LRF-DR-A-07113 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 10 (ROOF) FLOOR PLAN

Documents: Design and Access Statement Addendum, appended by the original Design and Access Statement and Public Realm Strategy, prepared by Chapman Taylor;

Planning and Tall Building Statement Addendum, appended by the original Planning and Tall Building Statement, prepared by Deloitte dated October 2018;

Statement of Community Involvement, including a summary of further consultation that has been carried out contained within the Planning and Tall Building Statement Addendum, prepared by Deloitte;

Original Archaeological Desk-Based Assessment, prepared by Salford Archaeology; Updated Environmental Standards Statement, prepared by CWC dated November 2018;

Updated BREEAM Pre-Assessment, prepared by CWC dated November 2018;

Updated Energy Statement, prepared by CWC dated November 2018;

Original Ecological Assessment prepared by ERAP; Crime Impact Statement with covering note confirming that the recommendations of the statement will not change, prepared by GMP;

Updated Travel Plan Framework, prepared by Vectos;

Updated Waste Management and Servicing Strategy, prepared by Vectos;

New TV Reception Survey, prepared by GTech Surveys;

Updated Ventilation Strategy, prepared by SAL;

Original Explosive Ordnance Threat Assessment, prepared by Planit; Environmental Statement (Volumes 1 - Technical Chapters and Volume 2 - Technical Appendices), dated October 2018, compiled by Deloitte.

Reason - To ensure that the development is carried out in accordance

3) Prior to the commencement of each building within the development, other than enabling works comprising demolition, piling and construction of the sub structure, a programme for the issue of samples and specifications of all material to be used on all external elevations of each building 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 each building within the development to include jointing and fixing details 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 SP1 and DM1 of the Core Strategy.

4) No development shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

5) No part of the development, other than enabling works comprising demolition, piling and construction of the sub structure, shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date any of the buildings within the development are first occupied. The scheme shall include details of all seating, planters and other items of street furniture, together with full details of all planting arrangements, including trees. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

6) Full details of all external seating areas within the development shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor use to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation.

Reason - In the interests of visual amenity, and to safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site shall be 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: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

8) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until full details of the design of the car park entrance, together with access management arrangements, has been submitted to, and approved in writing by the City Council, as local planning authority

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 and to ensure satisfactory arrangements for the use of the car park is acceptable, as specified in policies SP1 and DM1 of the Core Strategy.

9) Prior to the commencement of each Class A3 restaurant and cafe use or Class A4 Drinking Establishment use, full details showing provision of toilets, including those for disabled people, shall be 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, prior to commencement of use, and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

10) Before the development commences, other than enabling works comprising demolition, piling and construction of the sub structure, or within a timescale as otherwise agreed in writing by the City Council, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

11) Before first occupation of any part of the development, a signage design strategy for all parts of the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy.

12) The Retail (Class A1), Restaurant and Cafes (Class A3) and Drinking Establishments (Class A4) hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as

local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

13) Prior to the first occupation of any premises within each building, a schedule of days and hours of operation of all external areas associated with that building shall be submitted to and approved in writing by the City Council as local planning authority. All external areas shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

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

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

15) Before first occupation of each building within the development, full details of a Management and Maintenance Strategy for the external areas, including planting arrangements, boundary treatments, furniture and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

16) The development hereby approved shall include a lighting scheme for the development, including the illumination of any part of buildings and all areas of public realm during the period between dusk and dawn. Full details of such a scheme, including lighting columns and fittings, level and type of illumination, and how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, other than enabling works comprising demolition, piling and construction of the sub structure. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The approved scheme shall be implemented in full before any part of the development is first occupied

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

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

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 the interests of the amenities of occupiers of nearby properties, pursuant to Core Strategy Policy DM1.

18) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. Any proposal for out of hours works (as determined by planning condition 19) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

19) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

20) Before any A3 or A4 use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the development 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 or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) 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 should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22) No construction shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23) No construction shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until full details of all wind mitigation measures, if required, have been submitted to, and approved in writing by the City Council, as local planning authority. All such measures shall be fully wind tested, and accompanied by a detailed report confirming that wind conditions related to the development are satisfactory and acceptable.

Reason - To ensure that the details of the development are satisfactory, pursuant to policy DM 1 of the Core Strategy.

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

Reason: To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework and Core Strategy policies EN14, EN17 and DM1.

25) 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 policy DM1 of the Core Strategy for the City of Manchester.

26) Prior to the commencement of any development, other than enabling works comprising demolition, piling and construction of the sub structure, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

27) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

28) 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 promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

Reason. To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

31) No development shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all uses, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

32) The development hereby approved shall not commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

33) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These 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 and policy DM1 of the City of Manchester Core Strategy.

34) Before first occupation of any part of the development, a Framework 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

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.

35) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off residential deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

36) No development hereby approved shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
  - a. all previous uses
  - b. potential contaminants associated with those uses
  - c. a conceptual model of the site indicating sources, pathways and receptors
  - d. potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason. To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

37) No occupation of any part of the development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason. To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

38) If, during the carrying out of development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out in relation to that phase until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason. To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

39) 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 Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
  - a. evaluation trenching
  - b. informed by the above, targeted archaeological excavation
  - c. a targeted archaeological watching brief
2. A programme for post investigation assessment to include:
  - a. analysis of the site investigation records and finds
  - b. production of a final report on the significance of the archaeological and historical interest represented.
3. A scheme to disseminate the results of the archaeology to the local and wider community, commensurate with their significance.

4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

40) Studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Radio and TV Reception Impact Assessment, before development commences, other than enabling works comprising demolition, piling and construction of the sub structure. 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.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above unless otherwise agreed in writing with the City Council as local planning authority.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

41) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a strategy for the management of smokers has been submitted to, and approved in writing by, the City Council, as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby properties, and pedestrians, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

42) The ground floor level commercial units shall not include the provision of external roller shutters.

Reason - For the avoidance of doubt, 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, as specified in policies SP1 and DM1 of the Core Strategy

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

Reason: In the interest of visual amenity, pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy for the City of Manchester.

44) The details of an emergency telephone contact number for shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason : To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

45) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason : In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

46) The demolition hereby permitted shall not be undertaken before either a) a contract has been made for the carrying out of the building works for each phase of the redevelopment of the site to which such demolition relates, which is the subject of this application (ref 121511/FO/2018) or, b) evidence of funding has been provided for those same works. Evidence of that contract for each phase of the development shall be supplied to the City Council as local planning authority. Should the main contract construction works not have commenced within 12 months of the demolition, then the area of the site within the red line boundary which is the subject of this application that has been affected by such development will be restored to a public park until such time as the main contract construction works commence.

In order that the provision of a public park can be ensured, should the main contract works not have commenced within 12 months of completion of the demolition works, the applicant will be required to:

- a. confirm in writing the date of completion of demolition.

- b. within three months prior to completion of demolition, agree in writing with the City Council, as local planning authority, timescales for the implementation and completion of the public park.
- c. apply for planning permission, for the provision of a public park, at least three months prior to its implementation. The planning application shall include full details of hard and soft landscaping, furniture, lighting, security measures and maintenance.

Reason - To ensure the satisfactory development of the site, pursuant to policies DM1 and SP1 of the Core Strategy.

47) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of each part of the development, or within a timescale to be agreed in writing by the City Council as local planning authority.

Reason: In order to minimise the environmental impact of the development pursuant to policies SP1, DM1 and EN8 of the Core Strategy for the City of Manchester.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 121511/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:**

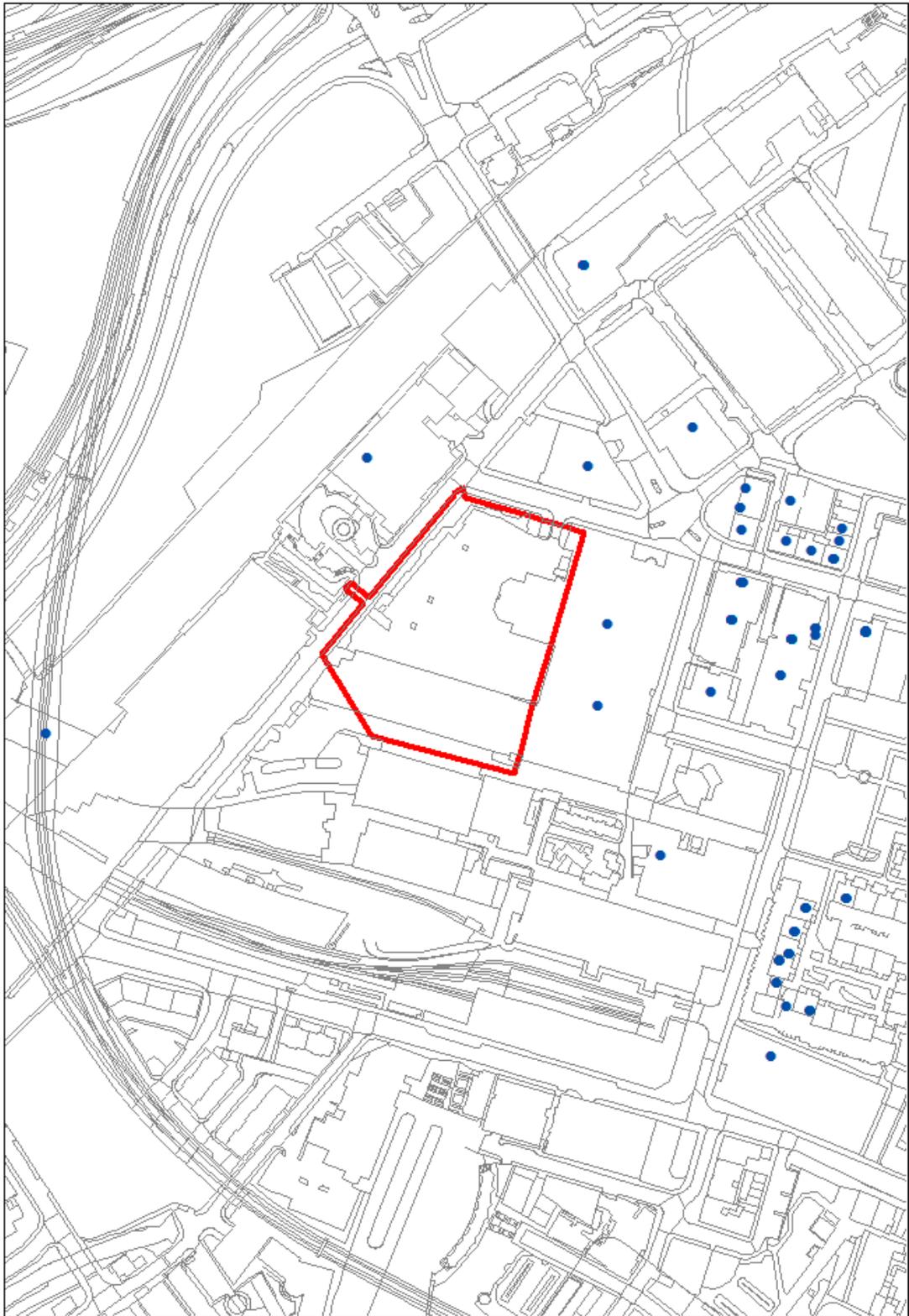
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Corporate Property  
MCC Flood Risk Management  
Environment & Operations (Refuse & Sustainability)  
Oliver West (Sustainable Travel)  
Strategic Development Team  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Canal & River Trust  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society

Network Rail  
National Planning Casework Unit

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

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

<b>Relevant Contact Officer :</b>	David Brettell
<b>Telephone number :</b>	0161 234 4556
<b>Email :</b>	d.brettell@manchester.gov.uk



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