

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
121721/FO/2018	30th Oct 2018	17th Jan 2019	Deansgate Ward

**Proposal** Erection of a 9 storey building (including ground) comprising workspace (Use Class B1) and flexible commercial floorspace at ground level (Use Class A1, A3 and / or B1), referred to as Building 2, above basement level for car and cycle parking, together with new public realm, landscaping, provision of external seating areas, access and other associated works.

**Location** Land Bounded By Quay Street And Manchester College To The North, Gartside Street And New Quay Street To The East, Old Granada Studios To The South And The Victoria And Albert Marriot Hotel And Water Street To The West, Manchester

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

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

## **Introduction**

The site measures 0.54 and is bounded by New Quay Street, Water Street and Old Granada Studios. It is within St Johns where a Strategic Regeneration Framework was adopted in February 2015 which envisages that it will become a mixed-use neighbourhood over the next 10 to 15 years, with a wide range of commercial, residential, retail and cultural uses. The site is within the Castlefield Conservation Area and the St John Street Conservation Area is nearby. There are no listed buildings or non-designated heritage assets on site but it is close to the Grade II Listed Victoria and Albert hotel, and there are a number of Listed structures and non-designated heritage assets in the wider area including the Grade I Listed Liverpool Road Station and Goods Warehouse, Grade II Listed Colonnaded Railway Viaduct, Grade II Listed Victoria and Albert Hotel and the Bonded Warehouse.

## **Background**

The site is part of a larger area bounded by Quay Street, Manchester College, Gartside Street and the Victoria and Albert Marriott Hotel and most of its building have now been cleared. Planning permission was granted in December 2016 (Ref no. 109660) to demolish all existing buildings and structures, including Albert Shed and Globe and Simpson to enable the construction of four buildings comprising:

1. Building 1 would be 52 storeys and incorporate 180 hotel bedrooms on 12 floors and 287 apartments on 35 floors. It would include 1, 2 and 3 bed apartments, with some being duplex, and 4 penthouses.
2. Building 2 would be an 8 storey hotel.

3. Building 3 would be 18 storeys with 88 apartments ranging from 1 to 3 bedrooms.
4. Building 4 would provide 12 apartments over 4 floors ranging from 1 to 3 bedrooms.

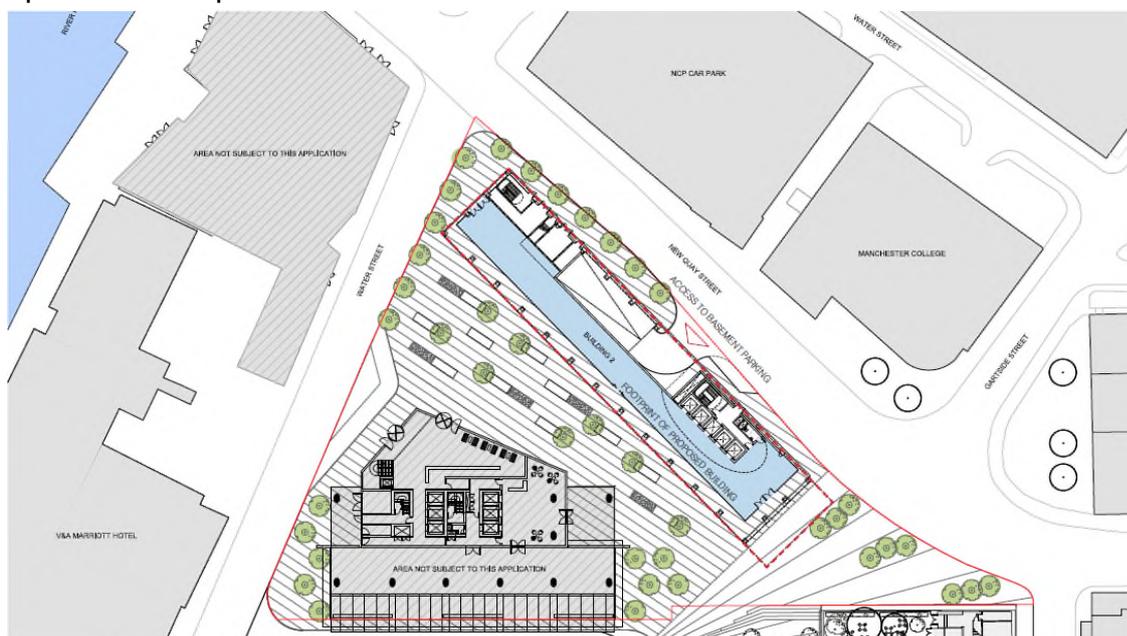
Active uses were proposed at the lower floors of all buildings, together with the provision of public realm and landscaping, riverside walkway, car and cycle parking, access arrangements and highways works, rooftop plant, and other associated works.

## The application

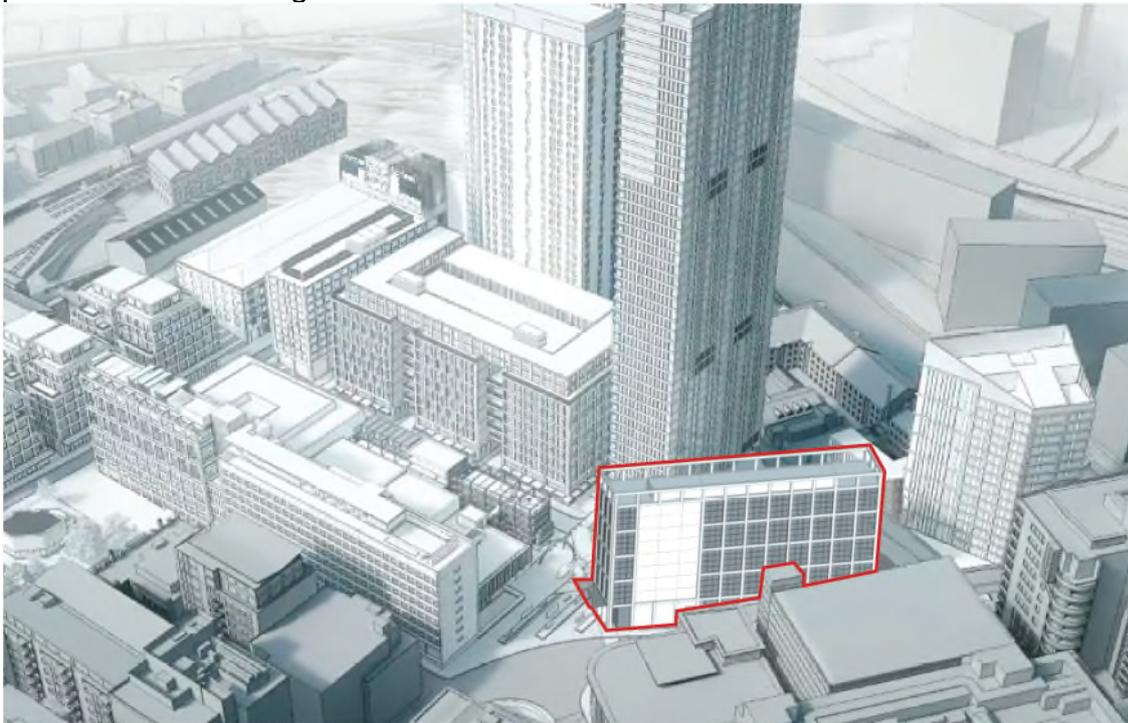
This application seeks to replace building 2, with a 9 storey office building. Its height would increase by 8m to accommodate an additional floor and because the mechanical, electrical and ventilation requirements are greater for offices. The footprint of the office building would be more regular to provide efficient space and the remainder of the site would be developed out in accordance with the consented scheme.

Building 2 would be the initial phase of St John's Place. A phasing plan explains how the remainder of the site would be treated in the interim if buildings 1, 2 and 4 do not come forward quickly. All other consented proposals within St. John's that form part of the Environmental Impact Assessment, dated October 2018 and submitted with the Manchester Goods Yard and No.1 Grape Street application (121511/FO/2018), are unaffected by this application. These proposals have been assessed cumulatively on a qualitative basis in the context of consented proposals.

This proposal relates to the operational requirements of a potential office tenant for Building 2, with a view to it becoming a hub of operations for any business looking to locate within Enterprise City in St Johns. The building has been designed to be fully occupied by a tenant and addresses their specific operational requirements.



The facade of the building would have repetitive brick grid bays, coloured light grey, with black 'Crittal' effect windows. This would reflect the appearance of industrial buildings from the turn of the last century and would have many of the characteristics of the older buildings and those proposed within St. John's. The design adopts the traditional Manchester tri-partite sub-division comprising of a 'base', 'middle' and 'top'. The ground and mezzanine would form an oversized base which would have a strong vertical emphasis in its double height colonnade. A two-storey horizontal grid across the typical floor levels would create an historic 'industrial' scale to the 'middle' section of the facade and a reduced 'attic style' frame at roof level terminates the composition. The windows would have deep reveals which add light and shade to the elevations and provide solar shading.



Proposed Wider Masterplan

Part of the facade to Quay Street would be blank where lifts and service cores are located, which need to be obscured externally. This provides an opportunity for a large scale piece of public art, signalling the St Johns area and the creative industries located there. The double-height ground floor space would act as a hub of activity that would form the gateway to St John's from Spinningfields and the wider City Centre. The reception area is envisaged as a type of internal Piccadilly Circus that would be visible from the approach along Quay Street through to an internal media screen. Three entrance points would provide level access into the reception area.



The proposed concept incorporates a repetitive grid reminiscent of the local industrial architecture and reflects the Manchester tradition of a tri-partite sub-division of 'base', 'middle' and 'top'.

IMAGE 1/20

A ramp from New Quay Street would provide vehicular access to the basement. It would provide 34 parking spaces, two of which are accessible, and shower changing facilities, cycle storage and refuse storage..

The basement refuse store would contain have four waste streams with food waste collected separately, namely General Refuse, mixed dry recyclables Mixed Glass; Plastic Bottles; Foil, Food Tins; Drink Cans; pulpable Mixed Paper and Card; and organic/Food Waste. The building managers would monitor waste accumulation and call the waste operator for collection. The scale and nature of the development may require daily collections with the potential for additional collections subject to the collection needs of the different waste streams.

Surface water for St. John's Place discharges via the masterplan proposed surface water network, which discharges into the existing Canal Basin and the River Irwell. It would incorporate oversized pipes and shallow gradients to reduce the velocity of run off into the River Irwell and to dissipate flows into the river over a longer period of time.

The following has been submitted as part of this application:

- Planning application, certificates and notices
- Red line boundary plan
- Proposed plans, sections and elevations
- Design and Access Statement Addendum including public realm strategy and the original DAS as Appendices

- Archaeological Desktop Report
- Environmental Standards Statement and BREEAM Pre-Assessment
- Energy Statement
- Ventilation Strategy
- Ecological Assessment
- Crime Impact Assessment
- Waste and Servicing Strategy
- Framework Travel Plan
- Transport Statement
- TV Reception Survey
- Explosive Ordnance Threat Assessment
- Construction Methodology & Programme
- Air Quality Assessment
- Noise Assessment prepared
- Heritage Assessment and Addendum Note
- Flood Risk and Drainage Strategy
- Phase 1 Ground Conditions Report
- Phase 2 Ground Conditions Survey and Site Investigation prepared by CurtinsDaylight, Sunlight and Overshadowing Note
- Wind Microclimate Assessment prepared CGIs

## **CONSULTATIONS**

### **Local Residents/Businesses**

The planning application has been advertised as:

- a major development;
- affecting the setting of listed buildings;
- affecting a conservation area;
- affecting a Public Right of Way;
- Environmental Impact Assessment, and
- a development in the public interest.

Site notices have been displayed and businesses and residents in the area notified of the application. No letters have been received.

**Head of Regulatory and Enforcement Services (Environmental Health).** No objection. Reference is made to the conditions recommended for the previous consent for the site (Ref:109660/FO/2015/C1), i.e. those relating to deliveries, fumes and odours, Construction Management Plan, construction times, acoustic insulation, external mounted plant, storage and disposal of refuse, and, air quality.

**Head of Regulatory and Enforcement Services (Contaminated Land)** – To be reported

**Highway Services / Transport for Greater Manchester** - No objection. It is recommended that conditions be imposed relating to drop off / pick up details, car park management and layout, electric vehicle charging, cycle parking, travel plan, highways, servicing / waste, and, Construction Management Plan.

**Neighbourhood Services (Trees).** No comment.

**Travel Change Team** – No comments received.

**Corporate Property** – No comments received.

**Flood Risk Management** – No objection. Recommended conditions relating to Sustainable Drainage Systems

**Greater Manchester Ecology Unit** – No objections

**Greater Manchester Archaeological Advisory Service.** No comments received.

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

**United Utilities** – No objection. Recommended conditions relating to foul water, surface water and sustainable drainage management.

**Environment Agency** - No objection.

**Greater Manchester Pedestrian Society** – No comments received.

**Canal and River Trust.** No comment.

## **PLANNING POLICY**

### **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 that runs 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 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. 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 office space which would create jobs and prosperity through construction and through the vibrancy and vitality that 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 attract and retain a diverse labour market which 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 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 through active street frontages and the provision of public realm. The area would be safe and accessible and fully integrated into the wider area. It would relate well to and complement nearby activity.

Section 9 - Promoting Sustainable Transport – Development in sustainable locations reduces the need for workers, residents and visitors to travel. All sustainable transport modes would be available at this site and 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 and 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 to: 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 the development would aim to secure a BREEAM very good accreditation.

Section 15 - Conserving and enhancing the natural environment – the planning system should contribute to and enhance the natural and local environment, and local planning authorities should aim to conserve and enhance biodiversity. The potential risks of various forms of pollution have been considered, including ground conditions. The proposal would not have any significant adverse impacts on the natural environment subject to the implementation of mitigation measures.

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 and the impact on the heritage assets is clearly set out below. An archaeological desk-based assessment shows that the site may contain archaeological features, which would not be of more than regional or local interest. A condition 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 this development would reduce the need to travel by car and would support sustainable development and help to halt climate change.

SO2. Economy Jobs would be created during construction along with permanent employment and facilities in a highly accessible location. The development would provide employment near to housing and 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 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 spatial principles which will guide the strategy. Development in all parts of the City should help to create neighbourhoods where people choose to live. Well designed places should be created that enhance or create character. They should make a positive contribution to residents health, safety and wellbeing of and consider the needs of all members of the community regardless of disability. The built and natural environment should be protected.

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 help to improve 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 growth of the City Centre's employment and retail sectors 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 would 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 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 has 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.

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

Policy T2. Accessible Areas of Opportunity and Need – A Transport Assessment and Travel Plan Framework conclude that the development would not adversely affect the operation of the highway. The site is accessible by a range of sustainable public transport modes, including bus, tram and train and would encourage cycling and walking.

We 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 St John's, the Castlefield conservation 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 the Council will encourage development throughout the 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 and the character, setting and accessibility of areas of acknowledged importance. A Heritage Statement identifies that there is much capacity for change within this area, and that the proposals would 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 and be designed to:-

- reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- reduce the need for energy through energy efficient features such as improved insulation and glazing

- meet residual energy requirements through the use of low or zero carbon energy generating technologies

An Energy Statement and Environmental Standards Statement sets out the planned energy reduction measures for the 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. should as a minimum meet the targets set out in this policy, unless this can be shown to be not viable. An Energy Statement sets out the planned energy reduction measures and addresses the requirements of Policy EN6.

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

Policy EN 16 - Air Quality - The proposal 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.

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 and a Waste and Servicing Strategy 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.

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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 or relevance to this proposal:

Appropriate siting, layout, scale, form, massing, materials and detail;

Design for health;

Adequacy of internal accommodation and amenity space.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;

That development should have regard to the character of the surrounding area;

Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

Accessibility to buildings, neighbourhoods and sustainable transport modes;

Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and

Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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 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* - 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.

### **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. The conversion of existing buildings for a range of new uses is encouraged, ensuring that proposals are fully accessible for disabled people.

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 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.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

## **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.

## **LEGISLATIVE REQUIREMENTS**

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

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

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

S149 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.

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

## **ISSUES**

### ***The Schemes 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 a major source of jobs for Manchester residents through the construction process and when in operation. It is essential therefore that the City Centre continues to grow and provide new commercial accommodation in order to deliver regeneration and the jobs and opportunities associated with it.

There is an acknowledged shortage of good quality office accommodation within the regional centre. 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 to ensure that jobs and opportunities are created for Manchester residents. This would include jobs during construction, within the supply chain and permanent jobs from the end users. It is anticipated that the scheme would deliver around 700 permanent FTE jobs once operational. A condition would require a local labour agreement to ensure that Manchester residents can take advantage of the jobs available. The proposal would help to transform this area and improve the perception and image of St Johns and it should act as a catalyst for further regeneration and the jobs associated with it. A high quality development would deliver significant benefits and would continue the regeneration process.

There is an opportunity at St Johns to create a major new office destination that would complement the wider City Centre commercial offer. The office accommodation has been designed for a specific end user but would be a flexible and adaptable space. It could in the future be occupied by a single end-user or multiple tenancies. The office developments nearby have already established the area as a credible business location. There is significant demand for office space and it is essential that locations such as St. Johns are able to deliver the development necessary to meet this demand.

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.

## **Heritage**

The site lies within the Castlefield Conservation Area. It is an area of historic significance and is an area of high townscape quality containing many listed buildings and structures. As a consequence this is a sensitive area. Many people live, work in and visit Castlefield.

A Heritage Assessment was submitted in support of the extant planning permission assessed the impact of St. John's Place on nearby designated and non-designated heritage assets. This proposal could potentially impact on the setting of the identified heritage assets. It identified that there is considerable capacity for change given the low contribution the current site makes to the Castlefield Conservation Area. The proposal would enhance the architectural and urban qualities around the site. The Heritage Statement concludes that out of the 17 viewpoints assessed, there were 2 major adverse impacts, 2 moderate adverse impacts, 4 minor adverse impacts, 8 negligible impacts and 1 no impact. In particular, the proposal is not visible to any extent from St. Ann's Square and to only a very minor extent, resulting in a negligible impact, from Albert Square, including the Grade I Listed Town Hall and significant grouping of Grade II and II\* Listed Buildings.

The visual impact assessment demonstrated that the tall buildings as part of St Johns Place as a whole would have a moderate/ minor adverse impact on the historic built environment. Mitigation and the public benefits associated with the proposal would outweigh any harm caused.

The Heritage Assessment been revised in relation to this application and considers that the previous conclusions remain valid. The building can only be seen in 4 of the key views and these have been re-assessed. The increase in height and the revisions to the design would be imperceptible when viewed in conjunction with the other elements of the development and therefore would not have a greater material impact on the character and appearance of the identified heritage assets, including Castlefield Conservation Area.

Therefore, notwithstanding the considerable weight that must be given under section Section 66 of the Listed Buildings and Conservation Areas Act 1990 to the desirability of preserving the setting of listed buildings and under Section 72 of the Act to the desirability of preserving the setting or preserving or enhancing

the character or appearance of a conservation area, the scheme is considered to be acceptable.

## **Relationship to Transport Infrastructure**

There is excellent transport infrastructure nearby including bus, Metroshuttle, rail, tram, pedestrian walkways, cycle network and roads.

Vehicular access would be consistent with that previously approved with a ramp from Quay Street to the basement. This would be connected to the basement beneath Manchester Goods Yard whilst but still allowing them to come forward independently, subject to delivery timescales for each element.

34 parking spaces, including 2 disabled bays, would be created. St. John's Place would utilise the cycle hub located under Manchester Goods Yard, which provides 555 spaces in the basement and the public realm which would improve access by non-car modes.

Three pedestrian access points would give access to the reception, lift cores and breakout areas. This provides shared and controlled access into the office floors, which would be operated by a pass system or similar security controls.

The Transport Assessment sets out mitigation measures which will be employed to reduce the implications of additional road traffic on the highway network. The main impacts to which is places emphasis are on Water Street and parts of New Quay Street and relate to the issues of severance, pedestrian amenity and road safety. Water Street to be traffic calmed so that traffic speeds are kept low. This traffic calmed environment continues throughout St Johns so that pedestrians have many alternative routes through the area.

There would be extensive cycle parking; a cycle hub and cycle hire facilities. The St John's development would also have City Car Club spaces located on site. A Framework Travel Plan would utilise these physical measures to influence and encourage sustainable travel behaviour.

The previous Transport Assessment assessed the impact of the proposal on existing infrastructure and it includes the wider St. John's Masterplan and other committed development nearby. The greatest change in percentage impact would be on Water Street. Liverpool Road would see an increase in traffic flow at its western end.

The office occupier would arrange for their waste to be taken to the four waste streams in the basement refuse store. namely general, including food waste, mixed dry recyclables mixed glass; plastic bottles; foil, food tins; drink cans; pulpable mixed paper and card; and organic/food.

The building managers would monitor the waste accumulation and as the bins become full and when they require emptying they will call the waste operator for collection. The scale and nature of development may require daily collections to be made with the potential for additional collections subject to the collection needs of the different waste streams.

## **The Architectural Quality of the Building**

The architectural quality of the building needs to be considered including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building is of particular importance when considering the effect on the skyline..

The facade would have repetitive light grey brick grid bays with black 'Crittall' effect windows. This would reflect the appearance of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings and would have many of the characteristic of the older buildings and those proposed within St. John's. The design uses the traditional Manchester tri-partite sub-division. The ground and mezzanine would form an oversized base which would have a vertical emphasis in a double height colonnade. The middle section would be formed by a two-storey horizontal grid across floor levels creating an historic 'industrial' scale with the top formed by reduced 'attic style' composition. The deep reveals of the windows would add light and shade to the elevations and provide solar shading.

Part of the façade to Quay Street would be blank where lifts and service cores are located. This provides an opportunity for a large scale piece of public art, signalling the St Johns area and the creative industries located there.

## **Sustainable Design and Construction**

For all forms of development, good design means sustainable design. The Energy Statement sets out a site wide analysis of energy efficiency and sustainability to demonstrate that the proposals would meet core strategy requirements. The design has adopted a hierarchy approach by looking at passive design methods to reduce energy and provide a high level of energy efficiency.

The Energy Statement states that the percentage reduction saving over Part L (2013) has been estimated as a 27.2% improvement over Part L1A 2013 for residential use, 29.3% improvement over Part L 2010 for retail use and 13.2% improvement over Part L2A 2010 for hotel use. The development would use components with good thermal properties and would be connectives to the proposed CHP district heating network.

## **Credibility of the Design**

It is important to be sure that architectural quality is not diluted the through procurement, detailed design, and construction process. The commitment of the developer, and ability and expertise of the consultancy team has a fundamental bearing on the quality of the completed building."

The proposals have been prepared by an experienced client and design team familiar with the issues associated with developing high quality buildings in city centre locations and with a track record and capability to deliver a quality project.

The design reflects the developers commitment and known market requirements. These are important factors in terms of the deliverability and ensure that the scheme as submitted could be constructed.

The design team recognises the sites high profile nature and the bar has been set high in terms of design and architectural quality to deliver a building that is complementary to St John's.

## **Effects on Local Environment and Amenity**

### **Wind**

An assessment of the impact on the pedestrian level wind environment in and around the sites and surrounding area has been undertaken. This has been based on wind tunnel testing of a physical scale model which includes other buildings proposed and approved nearby combined with long-term wind statistics from Manchester Airport, corrected to apply at the site.

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 the final wind mitigation would be developed though further testing and agreed via a planning condition.

### **Sunlight and Daylight**

The Sunlight, Daylight and Overshadowing Assessment considers the impact on daylight and sunlight levels to surrounding windows of sensitive locations, including apartments and hotels. The existing conditions demonstrate that very few of the adjacent properties meet with the BRE guidance for those windows analysed which is not unusual in a City Centre context. This proposal at 9 storeys would be one of the lower elements of St Johns Place and would increase the consented scheme by 8m. This does not cause any impact beyond that previously identified and assessed as part of the wider St. John's EIA from October 2018.

### **Air Quality**

An Air Quality Assessment (AQA) considers the impact of the proposal during construction and in operation on local air quality and its effect on sensitive locations, such as apartments, hotels and educational facilities. It considers the potential impact on future users of the offices as it is located within an Air Quality Management Area (AQMA).

The construction phase could generate dust which could adversely affect local air quality and cause a statutory 'nuisance'. However, good site practice and the implementation of suitable mitigation measures should ensure that the impact of dust and PM10 releases is minimised. The potential for cumulative effects with other developments, particularly those within St John's, has been considered and additional mitigation identified. The residual effect of the construction phase on air quality would not therefore be significant.

Emissions from vehicles and the localised energy plant during operation could affect local pollution levels at existing and proposed sensitive locations. A quantitative assessment of operational impacts has modelled road traffic emissions and the energy centre within the Old Granada Studios development. This has assumed the worst case scenario and demonstrates that the impact would be negligible.

The Transport Assessment proposes a number of mitigation measures such as the adoption of strategic and sustainable transport practices as part of a Travel Plan, which would provide reductions in vehicular emissions associated with the Proposed Development.

## **Noise & Vibration**

An Acoustic Assessment includes environmental noise surveys performed at the site to determine the ambient noise levels and background noise levels that would be representative of those experienced at the nearest noise sensitive premises.

The results of the survey and City Council requirements have identified the cumulative noise limits from plant and amplified sound set at 1 m from the windows of the nearby noise sensitive premises. Limits have also been set outside noise sensitive facades within the development.

A 3D environmental noise model has been used to determine the required facade sound insulation performances. The assessment indicates that mechanical ventilation would be required to the worst affected residential facades and passive ventilation would be possible elsewhere. Indicative acoustic ratings for glazing and ventilators are provided to meet the internal requirements of MCC. The glazing and performance of the vents could be reduced in less sensitive areas and areas screened from the roads around the site.

On this basis, 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 proposal would not have an adverse impact on surrounding uses.

## **Construction Management**

Full details of the logistics, phasing, construction methods and mitigation measures are provided in a Construction Management Plan. Throughout the main contract works the contractor would undertake air quality and noise monitoring. A specialist Air Quality monitoring consultant has been engaged to install and monitor sensors around the site. A 24hr contact telephone number would be posted on the site entrance for any issues to be reported at any time of day or night.

The principal concerns relating to air quality from construction works arise during the demolition and excavation activities which are on-going and being heavily monitored. Mitigation measures that would need to be considered include; low

noise plant options, noise attenuation techniques, noise monitoring, damping down, screening and carrying out certain activities during agreed hours of the day.

## **TV Reception**

An updated TV Reception Survey takes desk-based research and field surveys into account and identifies some areas where reception may be affected and mitigation measures are proposed which could be controlled by condition.

Subject to these mitigation measures being implemented, there is unlikely to be a perceptible impact on TV reception on existing neighbouring properties and a TV reception condition is recommended.

## **Contribution to Permeability of the Site and the Wider Area**

This proposal is part of St John's and permeability and linkages with the wider City Centre would be delivered through the site wide public realm strategy. A significant new pedestrian boulevard would run through the site and link to the River Irwell. The overall vision is to create a permeable neighbourhood that reinstates the original and historic street patterns.

## **Other Planning Issues**

### **Green and Blue Infrastructure**

Trees would be planted and access created to the River Irwell. St. John's will provide significant amounts of public realm that capitalise on the River Irwell, including a network of routes and public spaces. Public realm areas would be robust, ensuring an attractive and welcoming appearance through hard and soft landscaping. The ongoing management and maintenance of this space would be undertaken by the applicant, consistent with the operation of Spinningfields, which has been highly successful.

Green infrastructure would be embedded within the development. The public realm space in general has been designed to be adaptable and multi-functional and could contain a range of social activities and organised events, including pop-up commercial activities to support the ground floor F&B units across the wider St. John's area.

### **Archaeology**

An Archaeological Desk Based Assessment assesses the likelihood for below ground archaeological remains of significance. Work is progressing in accordance with a Written Scheme of Investigation which has been submitted with this application. Its findings and the measures taken to record any significant findings will be submitted to the City Council prior to completion of construction activity.

The on-site observation, report and dissemination of information commensurate to the significance of the findings would ensure that the proposal would deliver a beneficial impact of archaeological remains through the record created.

## **Flood Risk & Drainage**

The previously consented scheme offered two drainage strategies involving either to the existing sewer networks or to the River Irwell. It is proposed to progress the second option which involves the creation of a separate surface water drainage network in St John's which this plot would connect into it. The discharge into the River Irwell would be unrestricted; as such no attenuation is required within the site.

In line with Paragraph 103 of the National Planning Policy Framework and recently updated National Planning Guidance (April 2015) in relation to SUDS, the City Council has confirmed its commitment to exploring the use of SUDs on major development proposals. The Flood Risk and Drainage Strategy sets out that attenuation of surface water flows from the proposal will be dependent on the final choice of drainage strategy; however, there is potential for the following types of SUDs to be incorporated into the development:

- Pervious pavements with 30% void sub-base and permeable paving.
- Oversized pipes.
- Proprietary below ground attenuation tanks.
- Green roofs.

## **Ground Conditions**

This Desktop Study was produced to support the extant permission which identified that the site is in 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. The report recommends that a Phase 2 Site Investigation is completed to further assess items identified at Phase 1, prior to commencement of demolition and construction. This work is progressing on site.

It concludes that the development process and the completed development would have a minor beneficial impact, as sources of contamination beneath the site would be investigated and treated. The development would have a minor beneficial impact when viewed cumulatively with other developments proposed or completed within the local area for similar reasons.

An Explosive Ordnance Threat Assessment has informed the ground engineering works taking place within St. John's. An unexploded bomb has been discovered which has been safely disposed of.

Given that the overall impact is beneficial, the proposals are considered justifiable with regards to impact on ground conditions.

## **Ecology**

An ecological survey, including a licensed Bat Survey, concludes that the proposals would have no adverse direct effect on statutory or non-statutory designated sites for nature conservation. The development of St Johns Place offers an opportunity to secure ecological enhancement for wildlife associated with urban habitats.

Trees would be removed during the development process but extensive tree planting will be undertaken in St. John's to create a green leafy environment, importantly, using a diverse range of tree species to enhance biodiversity.

### **Crime and Security**

A Crime Impact Statement prepared by Greater Manchester Police confirms their support the scheme. It provides a number of recommendations which would be considered during the detailed design stage through on-going dialogue with GMP. A Planning Condition would require confirmation that the recommendations of the Crime Impact Statement have been conformed with prior to the completion of the development. In view of the above the proposals are consistent with Core Strategy Policy DM1.

### **CONCLUSION**

The application would modify an extant Planning Permission, and would be 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.

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.

Accordingly, the application is recommended for approval, subject to the imposition of appropriate conditions.

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

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

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

## **Recommendation APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. 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 to deal with comments raised by consultees.

### **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**

6527-P-B500-XP-00-001 Existing Location Plan;  
6527-P-B500-XP-00-002 Existing Site Plan;  
Proposed Site Plan Inc St John Place Context;  
6527-P-B500-P-00-010 Proposed Ground Floor Site Plan with Red Line;  
6527-P-B500-P-00-011 Phasing Proposed Ground Floor Temporary Landscape;  
6527-P-B500-P-B1-010 Proposed Basement Plan with Red Line;  
6527-P-B500-P-00 Ground Floor Plan Inc St John Place Context;  
6527-P-B500-P-M Mezzanine Floor Plan;  
6527-P-B500-P-TYP Typical Floor Plan;  
6527-P-B500-P-RF Roof Plan;  
6527-P-B500-E-N North Elevation;  
6527-P-B500-E-N-001 North Elevation with Context;  
6527-P-B500-E-E East Elevation;  
6527-P-B500-E-E-001 East Elevation with Context;  
6527-P-B500-E-S South Elevation;  
6527-P-B500-E-S-001 South Elevation with Context;  
6527-P-B500-E-W West Elevation;  
6527-P-B500-E-W-001 West Elevation with Context;  
6527-P-B500-S-AA Section A-A;  
6527-P-B500-S-AA-001 Section A-A with Context;  
6527-P-B500-S-BB Section B-B;  
6527-P-B500-S-BB-001 Section B-B with Context;  
6527-P-B500-A-001 Typical Façade Detail - Ground & Mezzanine Level;

6527-P-B500-A-011 Typical Façade Detail - Office Level; 6527-P-B500-A-021 Typical Façade Detail - Roof Level.

## **Documents**

Planning Statement Addendum and Appendices prepared by Deloitte;

Design and Access Statement Addendum prepared by Denton Corker Marshall, including public realm strategy by Allied London and original DAS as Appendices;

Archaeological Desktop Report prepared by Salford Archaeology;

Environmental Standards Statement prepared by SAL;

BREEAM Pre-Assessment prepared by SAL;

Energy Statement prepared by CWC;

Ventilation Strategy prepared by CWC;

Ecological Assessment prepared by ERAP;

Crime Impact Assessment prepared by GMP;

Waste and Servicing Strategy prepared by Vectos;

Framework Travel Plan prepared by Vectos;

Transport Statement prepared by Vectos;

TV Reception Survey prepared by GTech Surveys;

Explosive Ordnance Threat Assessment prepared by Planit UXB Limited;

Construction Methodology & Programme prepared by Lend Lease and Manchester Quays Limited;

Air Quality Assessment prepared by Hilson Moran;

Noise Assessment prepared by Sandy Brown;

Heritage Assessment and Addendum Note prepared by Heritage Architecture;

Flood Risk and Drainage Strategy prepared by RoC;

Flood Risk and Drainage Strategy Note prepared by Curtins;

Phase 1 and Phase 2 Ground Conditions Surveys prepared by Curtins;

Daylight, Sunlight and Overshadowing Note prepared by Watts; and,

Wind Microclimate Assessment prepared by Urban Microclimate.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy policies DM1 and SP1, and saved UDP policies DC10.1, DC10.2, DC18.1, DC19.1, DC26.1 and DC26.5

3) Prior to the commencement of 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 that phase of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of that phase of 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) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways 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 that relevant phase of 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.

5) Prior to the commencement of 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 hard landscape materials, together with a layout plan identifying the location of the materials shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials and the approved scheme shall be implemented not later than 12 months from the date each phase of the development 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.

6) Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, a programme for the submission of a hard and soft landscaping treatment scheme shall be 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 of the building being 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, EN9 and DM1 of the Core Strategy.

7) Prior to the first occupation of the development, a detailed parking strategy, including provision for bicycle parking and disabled parking, shall be submitted to, and approved by, the City Council, as local planning authority. The detailed parking strategy shall include a temporary parking strategy and shall also consider introducing fast charging for electric vehicle points. The parking strategy shall be fully implemented, prior to the first occupation of the development.relevant phase.

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

8) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations shall be submitted to, and approved by, the City Council, as local planning authority.

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

9) Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, full details of the design and location of all taxi areas, has been submitted to, and approved in writing by, the City Council as local planning authority.

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

10) Prior to the first occupation 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.

11) Prior to the first occupation of the development, a servicing strategy, including a schedule of loading and unloading locations, shall be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

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

12) Prior to the commencement of the development, 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 shall be 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.

13) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. Where Sunday/Bank Holiday deliveries etc. are permitted the times shall be confined to 10:00 to 18:00.

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

14) Prior to the first occupation of the development, a signage design strategy for all parts of the development, including details of public art and logo's, 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.

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

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

16) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme for the development, to be submitted to and approved in writing by the City Council as local planning authority before the use within the relevant phase commences and any works approved shall be implemented before the relevant uses within each phase commences.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy.

17) 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 noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

The scheme should be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development, 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.

18) Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, a scheme for the storage (including segregated waste recycling) and disposal of refuse 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 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.

19) Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, full details of all wind mitigation measures, if required, shall be 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.

20) Prior to the commencement of the development, an Air Quality Impact Assessment 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 DM 1 of the Core Strategy.

21) The development hereby approved shall be carried out in accordance with the Environmental Standards statement received by the City Council, as Local Planning Authority, in support of the application. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason: In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy

22) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan, Air Quality Plan, a Noise and Vibration Plan (in addition to a dust emission section) and a plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction, has been submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details on the timing of construction of scaffolding, the lighting and operation of cranes during construction, and a Human Impact Management Plan. In addition, the Construction Management Plan shall include the following:

- Hours of site opening/operation
- A Site Waste Management Plan
- Air Quality Plan
- A Plan Layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction.
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Construction and demolition methods to be used, including the use of cranes
- The erection and maintenance of security hoarding
- Measures to control the emission of dust and dirt during construction and
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Details of and position of any proposed cranes to be used on the site and any lighting
- A detailed programme of the works and risk assessments

- Temporary Traffic Management measures to address any necessary bus re-routing and bus stop closures
- Details on the timing of construction and scaffolding
- A Human Impact Management Plan, including a community consultation strategy which will include how and when local residents and businesses will be consulted.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 and DM1 of the Core Strategy.

23) 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 DM 1 of the Core Strategy.

\*Whilst other legislation exists to restrict the noise impact from construction / demolition activities, this is not adequate to control all construction noise, which may have a detrimental impact on general amenity in the area. Therefore it is considered appropriate to control this impact at the planning application stage, and the above condition is recommended.

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 and EN17

25) Prior to first occupation of 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.

26) 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.

27) The development hereby approved shall include a lighting scheme, including the illumination of any part of the building and areas of public realm during the period between dusk and dawn. Full details of such a scheme, including 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 each phase of the development is completed. The approved scheme shall be implemented in full before each phase 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.

28) Prior to commencement of development, 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.

29) Prior to first occupation of the development, 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.

30) 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.

31) The wheels of contractors vehicles leaving the site shall be cleaned and the access road 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 interests of pedestrian and highway safety, pursuant to policies SP1 and DM1 of the Core Strategy.

32) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason - In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

33) 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. 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 as advised in PPG 8 and pursuant to policy

34) 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.

35) 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 and pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester

36) Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

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

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

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

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

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

38) 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.

39) 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.

40) 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.

41) 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.

42) Notwithstanding the details shown on the approved plans, prior to the commencement of development, other than enabling works comprising demolition,

piling and construction of the sub structure, final details of the design to the New Quay Street elevation shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

### **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: 121721/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.

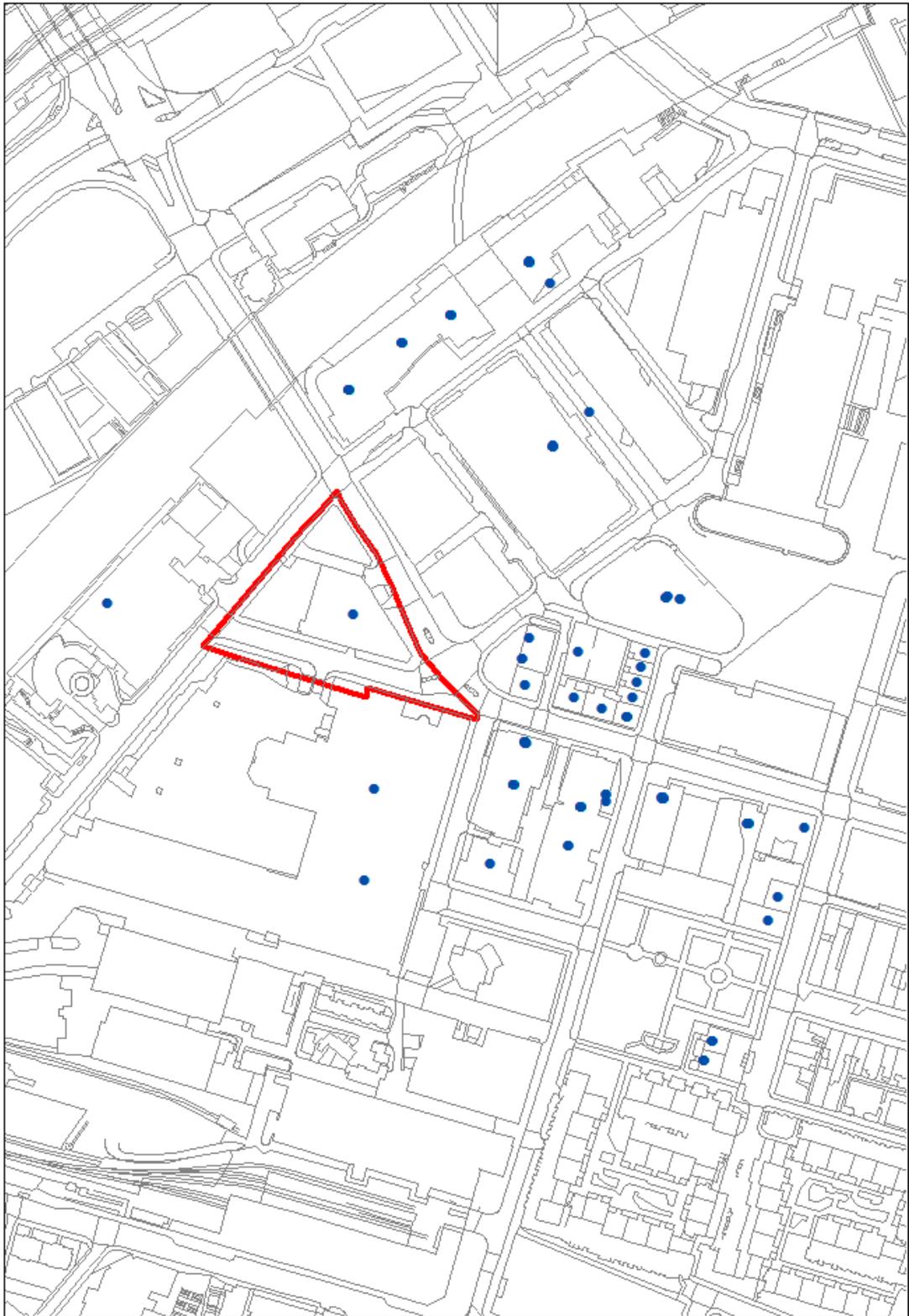
### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

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

**Relevant Contact Officer :** David Brettell  
**Telephone number :** 0161 234 4556  
**Email :** d.brettell@manchester.gov.uk



 Application site boundary  Neighbour notification  
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