Proposal

Part redevelopment and part refurbishment of the site to include erection of 8 storey office building (Use Class B1) with rooftop pool and amenity space; conversion of Studios 6 and 12 to event spaces (Sui Generis); conversion of the existing Granada House building into a hotel (Use Class C1) with associated private members club (Sui Generis); Class A3 (Restaurant and Café uses) and Class A4 (Drinking Establishment Uses); Cinema (studio 2) (Use Class D2); erection of new single storey rooftop bar/restaurant associated with the private members club; replacement of Studio 8 with a pedestrian linkage between Atherton Street and the wider St Johns Masterplan area and creation of covered pedestrian link between Grape Street and Quay Street (both linkages to accommodate temporary and pop-up uses (Sui Generis)); creation of temporary car parking to rear of Granada House; works associated with access and servicing of wider development; and associated public realm and landscaping works; following demolition of existing buildings and structures including the Annexe Building fronting Atherton Street, Studio 8, the M1 Corridor, the Administration Block and security lodge fronting Quay Street, mechanical workshop areas and stores to the rear of Studio 8, former staff welfare suite to the rear of Studios 2 and 6, portacabins adjacent to the recycling compound and the perimeter wall to the Breeze Studio Gardens.

Location

Granada House, Atherton Street, Manchester, M3 3GS

Applicant

, Manchester Quays Ltd & Castlefield Properties Ltd, C/o Agent

Agent

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

INTRODUCTION

The site is at a prominent gateway location to the city centre and contains an iconic Manchester building. This proposal forms part of the first phase of the regeneration of St Johns which should become a residential-led mixed-use neighbourhood over the next 10 to 15 years, including a wide range of retail and cultural facilities.

The site is part of the former ITV /Granada estate which includes other parcels of land towards the River Irwell. The St John’s Strategic Regeneration Framework area, which comprises 13 acres, was adopted by the City Council in February 2015.

This application is one of three within the St Johns area which are before Committee, the other two being the redevelopment of the extended site which is currently occupied, in part, by the Coronation Street set (Ref: 109466/FO/2015/C1) and the conversion of the existing Bonded Warehouse (Ref: 109241/FO/2015/C1)
THE SITE AND ITS LOCATION

The site covers an area of approximately 1.96 hectares, which, when including the Breeze Studio and Gardens on Great John Street is approximately 2.42 hectares. It is broadly bounded by Water Street, Quay Street, Atherton Street and the Bonded Warehouse. The majority of the proposed development would be focused on the Atherton Street frontage.

Spinningfields is immediately to the north, Salford Central to the west and Castlefield to the South. There are a mix of uses is to the east including the Bauhaus and Rossetti Place apartment blocks, the Bauhaus office block and the Great John Street hotel. A number of buildings and sites are used for a variety of temporary activities pending redevelopment, including the temporary Coronation Street Visitor Attraction.

Vehicular access is taken from Quay Street and the main pedestrian access to Granada House is from Atherton Street. The site is bordered by a high security wall on three sides and by Granada House on Atherton Street and lacks permeability.

The site is highly accessible by public transport. The closest railway station is Salford Central, approximately 400m from the site. This station will benefit from the Ordsall Chord scheme which will allow for greater connectivity from Salford Central to the North West of England. Other stations including Victoria, Deansgate and Oxford Road are within 1km.

The site is also within walking distance of several Metrolink stops, including St Peter’s Square and Deansgate/Castlefield which are approximately 700 and 500 metres from the site respectively. There are bus stop on Deansgate and the free Metroshuttle service runs nearby.

There are a number of different elements within the site, as follows:

Original Administration Block. A two storey building fronting Quay Street was constructed as part of the original Granada Studios and is currently used as a retail unit.

Granada House. The original 8 storey building was completed in 1961 as part of the studios. It was designed to allow its conversion to hotel accommodation in the event that the studio venture failed. A second four storey building was erected on Atherton Street and adjoined the original Granada House to increase office space.

This building is an early example of curtain walling in Manchester, with a concrete frame, and a non-structural wall of glazing and infill panels. It has blue Staffordshire engineering brick to its north and south elevations and a grid of aluminium holding both fixed and opening glazed windows with painted infill panels. Almost no interventions have been necessary to the façade, leaving the original external fabric largely unaltered.

The Phase 2 building was erected on Atherton Street. adjoined to the original Granada House. This four storey building was designed to respond to increase office space.. The buildings are now used as temporary accommodation providing flexible workspace to businesses.
Studies, Link Building and Technical Block. The Studios were built over a number of years. Studio 2 was constructed as part of the original buildings at Granada Studios, alongside the administration block, and was completed in May 1956. Studio 6 was constructed in 1957 adjoining to Studio 2 with Studio 8 and 12 constructed between 1961 and 1962 as part of the final phase development at Granada studios.

The Link Building and Technical Block were constructed between 1958 and 1959 and included a special operations room for the directing of emergency outside broadcasts, a sound effects studio, music and tape recording library, wardrobe and make-up rooms and standards conversion unit. It also housed the dressing rooms and provided an additional 12,000 square feet of space.

The buildings have recently been used as part of the Coronation Street tour and also for hosting events, including markets, art exhibitions, crafts fairs and vintage clothes sales.

Production Warehouse. The production warehouse was a later addition to Granada Studios constructed during the late 1970s and early 1980s. This included a largely open plan warehouse at the south-western corner of the site which was constructed of blue-brick and was used primarily for the Coronation Street construction workshop.

Breeze Studio and Gardens. The existing Breeze Studio and surrounding mature gardens are located adjacent to the Atherton Street entrance, surrounded by a perimeter wall. These would be retained and opened up to the public as a managed space through the removal of the wall, and would connect this green space into St. John’s Gardens to the east.

Temporary Car Parking. The space to the rear of Granada House is currently used as temporary event space and car parking. The car park has access from Quay Street and is surrounded by a security wall incorporating the original Granada Studio gate on Water Street.

There are no statutorily listed buildings within the site, which is located within the Castlefield Conservation Area and is adjacent to the St John Street Conservation Area to the east.

DESCRIPTION OF PROPOSED DEVELOPMENT

The proposal involves the conversion of the former Granada building to create a hotel with associated uses, construction of an eight storey office building, re-using three of the existing former television studios, and providing enclosed public realm areas. The details of each of these elements are described, as follows:

Hotel The hotel would consist of a ground floor reception and café/ restaurant/bar areas with five floors of bedrooms above and a new roof top extension including a restaurant and bar facilities on the upper floors. The hotel would accommodate 150 bedrooms with 30 bedrooms per floor and provide ancillary features including a reception / entrance area; a dedicated restaurant and bar; a Café / lounge; associated back of house facilities, two storeys of private dining and bars, and, a roof top private members bar M
The existing 9th storey would be removed and replaced by a lightweight structure housing a new private members club. The objective is to create a landmark feature on the skyline to replace the iconic Granada sign.

The objective has been to create a modern hotel that is respectful of the building’s historic setting within the Castlefield Conservation Area. The glazed façade, which helps to define the building’s character, would be retained and re-instated with the infill panels replaced with opaque plain glass panels, coloured to match the original to retain the aesthetic of the curtain walling.

The roof of the proposed office building would form part of the amenity space of the hotel and would feature an outside swimming pool and terrace, which can be reached via a linking bridge from the roof top hotel terrace.

**Office** The Annexe Building would be replaced by an eight-storey office building creating flexible workspace for start-up businesses in the creative industry. The building would follow the footprint of the existing four storey building with a contemporary design to complement the hotel.

The scale and massing of the proposed office would be comparable to the hotel. The elevations are primarily glazed within a grid of solid horizontal and vertical elements. The solid grid is extended to frame the roof top terrace, and would create a pergola effect. The solid linking building that joins the existing office buildings on Atherton Street would be removed, along with Studio 8, and replaced with a double height, entrance, creating a glazed gateway route to the wider St John’s development.

A series of enclosed glazed bridges would link the office workspace building and the hotel above the new route. The bridges would be visually permeable, maintaining the views from Atherton Street to the proposed Arcade and through to the wider Masterplan.

The footprint of the office has been designed to allow for flexibility. The ground floor layout allows for either a shared entrance or separate entrances.

**Studio Space** Studios 2, 6 and 12 would be retained and form art, cultural and event spaces, all linked by a new covered arcade which would replace the service spaces/buildings and the access route which previously served the studios. The covered arcade would form part of the enclosed pedestrian area between the proposed office and hotel and create a large area of circulation space and a high quality internal public realm.

The adaptation of the studios spaces would enable them to accommodate a range of music/performance activities which can operate independently and concurrently, allowing for a diverse range of activities to be provided including theatre, contemporary dance and music. They could be used for meetings, conferences and business entertainment during the day. The interiors would be retained intact, as an integral part of the history of the Granada site. Studio 12 has a maximum capacity of 900 persons, Studio 6 a maximum of 550 and Studio 2 which would be used as a private cinema linked to the hotel, a 100 seat capacity.
The new space created between Studio 6 and 12 would form an informal performance space for day time use. The proposed hours of opening of Studio 2 are Sunday to Thursday 7am to 11pm and 7am to 3am Friday and Saturday. The proposed hours of opening of Studios 6 and 12 are 8am to 1am Monday to Thursday, 8am to 4am Friday and Saturday and 10am to 10pm on Sundays.

The arcade would be open to the public throughout the day, with the managed public walkway outside of event space operation open Monday to Saturday 8am to 10pm and 10am to 8pm on Sunday. During events at the studios, other areas of the arcade would be open to provide restricted access to event attendees at studios at times compatible to the operation of events.

The arcade would also be utilised to provide ‘pop-up’ and temporary A1 and A3 uses

**Private Members Club** would include a separate access from Atherton Street, and would occupy space on the sixth and seventh floors of the proposed hotel, and roof top extension. This space would provide a wide range of features including a library style club area, a stage, screening rooms and private function facilities. Additionally, the private members club would provide bar and restaurant facilities, including the roof-top restaurant/bar facilities. The proposed hours of operation of the members club would be 7am to 11pm Sunday to Thursday and 7am to 3am Friday and Saturday

**Pedestrian Access** to the upper floors of the hotel and restaurants, bars and roof terrace would be managed as would the use of the arcade. When the venues are in operation, the main public entrance would be from Quay Street and the secondary routes through from Atherton Street would be closed. The arcade can therefore be isolated during events.

The scheme has been designed to be accessible to all. The circulation areas would allow unobstructed movement and access to and within the buildings, the scheme includes level access, accessible lifts, tactile surfaces, disabled parking spaces, lighting, signage and means of escape all appropriate to meet the needs of disabled people.

**Parking** Vehicles can access the site via entrances off Water Street and Quay Street. The hotel would also have a valet option and would include a drop-off on Atherton Street. This existing car park accessed from Water Street and Quay Street would initially provide parking for the scheme. Some 343 spaces would be provided, including 16 disabled bays

Loading bay areas would be provided within the car park to provide for all servicing of the hotel, studios and offices.

Permanent car parking would be provided as part of the development of the wider St John’s site.

The temporary car park would include CCTV and lighting as an actively managed and secure facility.

**Landscaping and Open space** A comprehensive landscaping and public realm strategy would provide a high quality setting for the Manchester Grande, This would
provide a clear and legible route from St John’s Gardens through to the wider St John’s area and ultimately the river Irwell. It would also create legible and clear vehicle and pedestrian routes to and from the temporary car park.

The public realm design could be delivered on a standalone basis and as part of the wider area. It includes areas of permanent and temporary public realm and landscape.

**Servicing** for the Manchester Grande would be taken from the rear of the building via a service route integrated with the proposed temporary car parking arrangements. Loading and unloading would take place in a designated pull in bay.

It is anticipated that there would be 44 deliveries per day for the operation of the hotel and workspace elements to the Manchester Grande. However, the overall number of deliveries would be dependent on the number of events taking place within the event-spaces, and it may be that for setting up for an event there would be 20 delivery vehicles per day for Studio 6 and 30 for Studio 12.

Refuse collection would be undertaken by a commercial operator up to five times a week in line with the proposed Refuse Management Strategy.

It is expected that the proposed development would support the creation of around 444 full time jobs.

**Environmental Impact assessment**

Environmental Impact Assessment - The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended)

This planning application was the subject of a pre-application Screening Opinion for an Environmental Assessment. It has been concluded that the scale of the development is appropriate for a City Centre context, that it would reuse a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City’s objectives of making the City Centre a better place to live, shop, invest, and visit and that, as such, the scheme is not likely to have significant effects.

Having taken into account the EIA Directive, and National Planning Practice Guidance (March 2014) it is therefore considered that an Environmental Assessment is not required in this instance.

**CONSULTATIONS**

Local Residents/Businesses

The planning application has been advertised as:

- a major development;
- affecting the setting of listed buildings;

- affecting a conservation area; and

- a development in the public interest.

Site notices have been displayed and businesses and residents in the area notified of the application.

17 individual letters of objection have been received to the proposed development, covering the following issues:

1. Traffic and parking
2. Residential amenity
3. Demand
4. Canal
5. St. John’s Gardens
6. Noise
7. Event Management / Policing
8. Pedestrian Movement
9. Mix of uses
10. Wildlife / ecology
11. Cumulative impact of proposals
12. Landscaping

**Head of Regulatory and Enforcement Services (Environmental Health)** - No objection. Recommended conditions.

**Head of Regulatory and Enforcement Services (Contaminated Land)**

**The Head of Neighbourhood Services (Highway Services)** - In relation to trip generation and junction capacity, it is accepted in principle that the trip generation and modelling for the site as a whole will be considered (incorporating the Manchester Grande development) and agreed with TfGM / MCC.

In relation to on-site parking, as part of the wider St John's Masterplan, ultimately a main underground car park is to be constructed below Village Phase 2 to the west of the Village Phase 1 site, which will be accessed from Water Street. The proposed car park will accommodate 756 spaces and will be shared amongst the various land uses on the St John’s site, including parking for some of the office and retail workers at Village Phase 1. Prior to the main car park becoming available there will be a
temporary car park at the site providing 327 spaces for use in the interim period between the development phases.

Access to the site is to be via a new two way access from Water Street and via an existing two way access onto Quay Street. The existing Quay Street access is to be widened to accommodate HGV vehicles. A swept path analysis has been provided which indicates that a large articulated vehicle can safely

**Travel Change Team** - No comments have been received.

**Greater Manchester Ecology Unit** - No comments have been received.

**Greater Manchester Archaeological Advisory Service** - No comments have been received.

**Greater Manchester Police (Design for Security)** - No objection

**Transport for Greater Manchester** - No objection. Recommended condition.

**Historic England** - No objection

**United Utilities** - No objection. Recommended condition.

**Network Rail** - No objection. Recommended condition.

**Environment Agency** - No objection. Recommended condition.

**Canal and River Trust** - No objection

**The Historic Buildings and Conservation Areas Panel** - The Panel was pleased that the legibility of the original building would remain even though the character will change with the major interventions including roof top extension. They felt that the roof top extension added an interesting dynamic to the building and was pleased to see it being retained and adapted in a way that will add vibrancy to the area.

The Panel were also pleased to see such an in-depth analysis.

**Greater Manchester Pedestrian Society** - No comments have been received.

**PLANNING POLICY**

In order to fully consider the proposals in relation to relevant planning policy, the following references are made.

**Relevant National Policy**

The National Planning Policy Framework (NPPF) set's out the Government's planning policies for England and how these are expected to apply. The proposed development should be considered in relation to the following policies, or parts thereof. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). In order to successfully deliver sustainable development, the NPPF makes it clear that
"business should not be overburdened by the combined requirements of planning expectations" and that "planning policies should recognise and address potential barriers to investment".

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that: "Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, and 12 of the NPPF for the reasons outlined below.

Section 1. Building a strong and competitive economy- The proposals would develop a currently underutilised site and non-designated heritage asset, to provide a high-quality hotel, office accommodation and leisure uses. This would assist in helping to build a strong economy by creating employment during refurbishment along with permanent employment from the proposed hotel and associated uses.

Section 2. Ensuring the Vitality of Town Centres, - The proposal would develop a key site within the heart of the city centre. The range and type of uses proposed would significantly increase activity in the area.

Section 4 Promoting Sustainable Transport - The proposal is in a highly accessible location in close proximity to rail, Metrolink and bus connections. Development here would facilitate sustainable development and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration. The proposed buildings and associated public realm would be of a high quality and would significantly contribute to the high quality of design in the area. The development would improve connections with local communities and be integrated into the natural and built environment.

Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Section 11 Conserving and enhancing the natural environment – Proposals for Breeze Studio Gardens would help to preserve and manage the existing green space.

Section 12 Conserving and enhancing the historic environment - The site is within Castlefield Conservation Area, and the proposals would be of an appropriate scale and design. The retention of former Granada building will help retain much of the character of the area. The proposal would affect the setting of nearby highly graded listed buildings.

Paragraph 128 - Advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.
Paragraph 131 - Advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 - This states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be.

Paragraph 134 - Advises that where proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

**Relevant Local Policies**

**Core Strategy**

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that 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. Those which are of relevance to the current proposals are as follows:

SO1. Spatial Principles - These provide a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The proposed development would support a significant further improvement in the City's economic performance and would spread the benefits of this growth across the City to reduce economic, environmental and social disparities, as well as helping to create inclusive sustainable communities. The scheme would provide new jobs during construction along with permanent employment and facilities in the hotel, office and associated leisure uses, in a highly accessible location.

SO5. Transport - This seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This site is
in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - The proposed development would be consistent with the aim of seeking to protect and enhance the built environment of the City and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change, improve air, water and land quality; improve recreational opportunities, so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1. (Spatial Principles) - the development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre. In addition, the development would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution by enhancing the built environment, creating a well designed place that would both enhance and create character, reuse the existing Granada building and reduce the need to travel

Policy EC1. Land for Employment and Economic Development - The proposals would support the City's economic performance by bringing into full active use this key development site, thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities. The City Centre is a key location for major employment growth and the proposals would create a number of new jobs during the construction phase and operation which would in turn contribute to economic growth. The design of the development would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy CC1. Primary Economic Development Focus (City Centre and Fringe) - The proposed development would assist tourism and demonstrate confidence in the economic future of Manchester and the region.

Policy CC4. Visitors, tourist, culture and leisure - The provision of hotel bedspaces within the former Granada building, would enhance the City Centre as a visitor destination. The associated restaurants and bars, and three multi-use event spaces would further generate a significant number of visitors to the area.

Policy CC5. Transport - The development would be accessible by a variety of forms of public transport and would contribute to improving air quality.

Policy CC7. Mixed Use Development - The proposals would deliver active commercial uses to support the comprehensive development of the St Johns area, including the re-use of the former Granada building, retained studio spaces and public spaces to provide a wide range of uses.

Policy CC8. Change and Renewal - the proposed development would create temporary employment during construction along with permanent employment from the proposed uses.
CC9. Design and Heritage - The proposed development would have a high standard of design and materials appropriate to its context and the character of the area. It would affect the setting of nearby listed buildings but would enhance the character of the Castlefield Conservation Area, within which it is located.

Policy CC10. A Place of Everyone - The proposals would assist in delivering a new area of internal public realm in the Arcade and pedestrian areas, which can be utilised for activities and events. In addition, Breeze Studio Gardens would be available for public use, as part of wider proposals for St Johns.

Policy T1. Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives and include environmental improvements to routes to public transport, which would prioritise pedestrians and disabled people.

Policy T2. Accessible Areas of Opportunity and Need - The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester.

Policy EN3 Heritage - This policy states that throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas of acknowledged importance. The retention of the former Granada building, a non-designated heritage asset, the inclusion of St Johns Garden within the proposals, together with the good quality design adopted for the proposed development, is considered to accord with the provisions of this policy.

Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals will enhance an area of public realm at Breeze Studio Gardens which will be seen as part of the wider improvements for the St. Johns area.

Policy EN14 Flood Risk - The site is defined within the Manchester City Council Strategic Flood Risk Assessment (SFRA) as being located within a “Critical Drainage Network”, the implication of which requires an overall reduction in peak discharge rates of 50% (comparing existing peak flows to the proposed peak flows). Two drainage strategies have been developed for the entire St John’s development. The preferred drainage strategy is to drain to the River Irwell. The site is unaffected by out of bank flows from the River Irwell and is defined on the Environment Agency online flood maps as being located in Flood Zone 1.

Policy EN 16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.
Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation.

Policy DM1 - Development Management - 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 in detail later in this report.

Policy SP 1. Spatial Principles - The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre.

Saved UDP Policies

Policy DC10.1 Food and Drink Use - In determining planning applications for food and drink uses, the Council will have regard to the general location of the proposed development, the effect on the amenity of neighbouring residents, the availability of safe and convenient arrangements for car parking and servicing, ease of access for all, including disabled people, and, the storage and collection of refuse and litter. The proposals include restaurants, bars and members club, together with 'pop-up uses
within the covered pedestrian areas, which will be of a scale which is appropriate within this building and location.

Policy DC10.2 states that food and drink uses will be acceptable, in principle, in the City Centre.

Policy 14.1. 5 Shop Fronts and Signage – This is relevant to the active ground floor uses

Policy 17.1. Telecommunications – This places restrictions on telecommunications equipment

Policy DC18.1. Conservation Areas. - The development is within the Castlefield Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas. This includes carefully considering the relationship of new structures to neighbouring buildings and spaces and the effect of major changes to the appearance of existing buildings. The design of the proposed office building is such that it would form a harmonious frontage to Atherton Street, alongside the proposed event hotel.

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

Policy DC20.1 Archaeology - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

DC26.1 Development and Noise – This policy details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity. This is a consideration particularly when assessing the impact on nearby local residents

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

*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.

Manchester City Centre Strategic Plan- The Manchester City Centre Strategic Plan (published in 2009)

This Plan presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 - 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The proposals encompassed in ‘The Grande’, together with the wider ambitions for the St Johns Masterplan, represent a significant contribution to progressing the aims of the City Centre Strategic Plan

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 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 crucial to its longer term economic success. It is essential therefore for the City Centre to continue to meet occupier requirements in terms of office provision, including flexible office space. The creation of a major new high quality hotel within a mixed use leisure and commercial destination would help to drive forward growth in the city centre and would therefore promote regeneration.
It is considered that the proposal supports the strategic objectives for the commercial core and thereby would contribute to the continued regeneration of the City Centre.

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

Principle of change of use.

The office building was previously occupied by Granada and is no longer required for this purpose. The internal arrangement, and limited amount of space available means that it is unlikely to meet the commercial requirements of current office market requirements.

This proposal for a high quality mixed use development combining commercial leisure and offices would help to attract businesses and visitors to the City Centre, and thereby support investment in infrastructure, public spaces and job creation.

Architectural Quality.

The key factors to evaluate are the architecture, scale, form, massing, proportion and materials proposed for the alterations to the building, and relationship to existing built fabric, which is of high heritage value.

The proposals are designed to complement and enhance the existing former Granada building as well as integrating with both the immediate surrounding context and the wider city context.

The Atherton Street elevations would combine new architecture with a revitalised heritage asset together with a glazed link. This would create an appropriate frontage to the St Johns area, and would create a strong identity to the wider development proposals.

The side elevation of the hotel on Quay Street would link to the glazed components of The Arcade, creating a focus of activity, with people entering to visit the studio event spaces and internal public realm. During daytime this would appear as a lightweight glazed element, and during darkness, the illumination within the arcade would highlight the public spaces and create a visual focal point on Quay Street.

A condition requiring samples of materials, and a strategy for quality control would be attached to any permission granted. It is considered therefore, that the proposals for the new build element and would result in high quality buildings which would be appropriate to its context

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

The design properly reflects the site owner’s commitment to this development, together with the requirements of market demand. These are important factors in terms of the deliverability of the scheme and ensure that the scheme as submitted would be constructed.

**Impact on the Character and Appearance of the Heritage Assets**

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

A Heritage Statement has been submitted with the application, including an assessment of significance and impact. The assessment concludes that the proposed development will not cause harm to the Castlefield Conservation Area as a whole.

The harm that is caused to heritage assets has to be considered against the significant public benefits that would be delivered as set out in the NPPF (paragraph 134). The proposal would be an early phase of the regeneration of the St Johns area. It would fully utilise a previously developed site, delivering high quality buildings within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the Greater Manchester Strategy 2013-2020. The development would support economic growth in the City and create employment in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment of the area. It is considered, therefore, that, notwithstanding the weight that must be given to preserving the setting of the listed buildings, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme as required in paragraph 134 of the NPPF.

Heritage England have been consulted on the proposals and have no objection.

**Sustainability**

The proposed hotel, leisure and offices uses would: have excellent connections to a wide variety of public transport modes, reducing reliance on the private car, would feature segregation and recycling of waste during the construction and operational phases, and, would have no adverse effects on statutory or non-statutory designation of nature conservation value and no net loss of biodiversity. As such, it can be considered that the proposed development is acceptable in terms of relevant planning policy.
The Environmental Standards Statement provides a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives.

**Permeability, and Contribution to Public Spaces and Facilities**

The proposed public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the St Johns area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

The proposed internal areas would be active throughout the year. Public areas would be created on the site currently restricted from public use. These spaces would provide activity and a range of uses which would enhance the City Centre, and the proposed mix of uses, including pop-up leisure facilities and art-based projects would further enhance these spaces.

**Relationship to Public Transport Infrastructure**

The uses would be accessible by a range of public transport modes including trains, buses and trams, as well as links to Manchester Airport, and local routes for cyclists and pedestrians.

**Parking, Servicing and Access**

A Transport Statement and a Travel Plan have been submitted in support of this application.

The main entrance for the Site would be from Atherton Street where public access can be gained to the walk-way linking Atherton Street with the M1 service corridor and studio space to the rear. Additionally, the event-hotel and office main entrances would also accessed from Atherton Street. The M1 service corridor includes additional entrances; an entrance is available from lower ground floor level at the northern end of the service corridor and another from ground floor level at the southern end of the service corridor. The walkway and M1 service corridor would be managed spaces that act as public routes during the day and private, secured spaces when events are in operation.

The site benefits from high levels of accessibility via public transport with nearby services including Metrolink, Metroshuttle, mainline rail and bus. Coaches visiting the site would park in existing coach parking areas at Water Street, Liverpool Road and Byrom Street, before picking up passengers on Water Street at the end of an event. The site is within close proximity to Manchester City Centre with its wide range of retail, leisure and employment opportunities.

The site would include 341 parking spaces including 16 disabled spaces which will be located within a temporary car park to the rear of Granada House and accessible from both Quay Street and Water Street. The car park would be laid out in accordance with City Council standards. Additionally, there would be a limited
number of on-street parking spaces provided on Lower Byrom Street, Great John
Street and Atherton Street. It is also noted that some 2500 parking spaces are
available nearby at Spinningfields, New Bailey Street and Great Northern NCP car
parks. A car drop-off point would be provided on Atherton Street, and would be
serviced by valets who would then move vehicles to parking areas. A taxi-rank will
be proposed within the wider St Johns site.

Great Western Alley / Victoria Street would always remain open to traffic, as would
Grape Street, apart from occasional times when required for parades or street
events.

Effect on the Local Environment and Amenity

The effect on local environment and amenity examines the impact that the scheme
would have on nearby and adjoining occupiers. It includes the consideration of the
following issues:

Daylight, Sunlight and Overshadowing

Sunlight, daylight, and shading assessments have assessed the impact of the
scheme on existing buildings surrounding the site. The buildings affected are the
Bauhaus / Rossetti Place residential developments and the Great John Street Hotel,
all situated to the east of the proposal. The Bauhaus residential development faces
that part of the development which will show no significant increase in overall mass
and is situated some distance from that part of the site to be developed with the new
eight storey building. As such, no significant reductions in daylight or sunlight levels
are anticipated to any part of the Bauhaus development as a result of the proposed
works. Similarly, no significant reductions in daylight or sunlight levels are anticipated
to any other buildings in the area.

Air Quality

Activity on site during the construction phase may cause dust and particulate matter
to be emitted into the atmosphere but any adverse impact is likely to be temporary,
short term and of minor adverse significance. A condition would be attached to any
consent granted which requires that the developers adopt a scheme for the wheels of
contractors vehicles leaving the site to be cleaned and the access roads leading to
the site swept daily to limit the impact of amount of dust and debris from the site on
adjacent occupiers.

Noise and vibration

Whilst the principle of the proposed hotel, office studio event spaces and associated
uses are considered to be acceptable in principle, the impact that noise sources
might have on occupiers, both existing and proposed, need to be carefully
considered in relation to potential impact.

An acoustic report has concluded that with appropriate acoustic design, reasonable
internal noise levels can be achieved. The impact of noise from the proposed
development can be controlled through acoustic insulation measures, and appropriate conditions to address the comments of the Head of Environmental Health should be attached to any consent granted.

**TV and Radio reception**

A statement on television and radio reception assesses the impact of the proposed development and proposes a series of measures that would be required to mitigate any potential impacts that may arise after the development has been completed.

This can be dealt with by use of an appropriate planning condition.

**Night-time Appearance**

The appearance of the proposed development outside the hours of daylight is an important consideration. This element of the wider St Johns proposals would be highlighted, in hours of darkness, by specific key elements. In terms of the night-time skyline, the illuminated rooftop extension would glow red, highlighting St Johns in much the same way as the former illuminated Granada sign did in the past. The presence of the arcade and studio area would be prominent from Quay Street and beyond, providing an illuminated gateway feature to the City Centre. The night-time use of the hotel roof terrace on top of the proposed office building would also contribute to the illuminated and animated skyline during hours of darkness.

**Green Travel Plan / Cycling**

A Framework Travel Plan has been submitted with the application. It recognises the need to encourage those employed within the development and visitors to travel to work and business by sustainable transport modes and the applicant has indicated their commitment to the development and implementation of a Travel Plan that would promote car sharing, cycling, walking, and public transport, thereby reducing the demand for on-site parking spaces.

A Green Travel Plan would be required by use of condition.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework and Core Strategy policies DM1 and T2.

**Crime and Disorder**

The density and mix of uses would bring significantly more activity into the area, allowing adjacent streets to be overlooked and provide public spaces that would be used throughout the day and night, contributing towards a safe and secure environment.

The ground floor areas of the hotel building would contain active uses, in the form of the hotel foyer, restaurant and bar. This would maximise the active frontage to the building and would encourage passive surveillance.
In addition, areas of public realm would be subject to a management strategy which would ensure safe activity, both within the internal spaces, and beyond the cartilage of the development, with appropriate dispersal procedures in place.

Greater Manchester Police have been involved in pre-application discussions and have provided a Crime Impact Assessment that looks in detail at potential crime and disorder issues, which could affect the proposed development and neighbouring area.

A condition requiring Secured by Design accreditation is proposed.

In view of the above the proposals are consistent with Core Strategy Policy DM1.

**Contaminated Land Issues**

A Phase 1 Desktop Study has been produced, which highlights the site’s historic industrial past including use for canal wharfs and a canal tunnel amongst other potentially contaminative industrial uses including various engineering works, a petrol filling station and a small gasometer. It considers that it is likely that these materials will be exposed as part of the site’s redevelopment and due consideration will need to be given to the risks posed.

The site is located within a relatively low risk environmental setting and is unlikely to be impacted or affected by nearby industrial activities. Similarly, it is considered unlikely the site has the potential to impact off site receptors (e.g. River Irwell, adjacent commercial development) although due consideration and mitigation will be required during the construction process to the risks posed by dust generation and wind blow contaminant migration.

A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed is capable of being attached to any consent granted. Subject to compliance with an appropriate condition the above the proposals are considered to be consistent with policy EN18 of the Core Strategy.

**Reduction of CO2 Emissions**- The application is supported by a Energy Strategy Statement / Sustainable Energy Report, which sets out how the proposals would meet the requirements to reduce CO2 emissions

**Archaeological issues**

An Archaeological Desk-Based Assessment concludes that none of the sites of archaeological interest identified within the Site Area are afforded statutory designation, and are thus not considered to necessarily merit preservation in-situ. However, the report does highlight that should well-preserved remains of these latter heritage assets survive as buried remains, then they may merit preservation by record, where they will be directly affected by development. An appropriate condition should be imposed should consent be granted requiring a programme of archaeological works. As such, the proposals would be consistent with section 12 of the National Planning Policy Framework, policy CC9 of Core Strategy and saved UDP policy DC20.
Biodiversity/Wildlife Issues

An Ecology Survey and Assessment (including a Bat Survey) has assessed the ecological value of the site from an extended Phase 1 Habitat Survey and it is noted that the site contains only common and widespread plant species. None of the habitats present are presented of semi-natural habitat, and the proposals will have no direct effect on statutory designated sites.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy.

Flood Risk

The application sites lie within Flood zone 1 and is deemed to be classified as a low risk site. In view of the above the proposals are consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

RESPONSE TO CONSULTATIONS

The majority of comments are addressed in the main body of the report but the following comments are added.

Traffic, parking, access, public transport and servicing

A number of objections have been received which express concerns about increased levels of traffic on Lower Byrom Street in terms of noise, air quality and safety, how vehicular access to the car park will be provided, why is the proposed car park only temporary, all future parking should be in the application site, is the level of parking sufficient as it would also be used in association with the Bonded Warehouse, is the car park compliant with council standards including for the disabled, how will spaces be allocated between different uses, is the proposed drop-off zone on Atherton Street appropriate, where would coaches drop-off for events, how would the temporary car park be controlled

These issues are addressed elsewhere in this report, although it is pointed out that Atherton Street and Quay Street would not be closed as part of these proposals.

Residential Amenity

Concern that there may be a potential daylight and sunlight impact from the new office building on sensitive receptors.

This issue is addressed elsewhere in this report

Concern about potential noise associated with external amenity areas including the rooftop pool; there should be no amplified music.

The control of noise in amenity areas, including the rooftop pool would be controlled by controlled by condition, should consent be granted.

Restrictions should be placed on plant noise; plant noise may adversely impact upon residential areas particularly at night-time.
The control of plant noise would be controlled by condition, should consent be granted.

*Acoustic testing should be carried out at night-time.*

The environmental survey measurements carried out within the Acoustic Planning report submitted in support of the planning application includes measurements taken over representative night-time periods, including weekends, in accordance with best practice.

*Objection to the proposals for the private members’ club, including the rooftop extension and rooftop pool area. It is considered that these uses are not compatible with the adjacent residential development and would result in unacceptable light and noise pollution as well as overlooking / privacy issues.*

The private members’ club would occupy the sixth and seventh floors of the refurbished Granada House. This space would include a wide range of features for members’ use including a library style club area, a stage, screening rooms, private function facilities, restaurant and bar areas, together with relaxation space, for members and hotel guests. This is in accordance with Manchester Core Strategy Policy CC1 Primary Economic Development Focus, as the site is a suitable location for economic development, including leisure and entertainment facilities. In terms of design, the proposals are part of a strategy to conserve this iconic Manchester landmark and preserve the architecturally significant curtain walled façade, bringing this non-designated heritage asset into full and active use in a way that requires minimal change to its external appearance.

This is fully in accordance with the provision of the National Planning Policy Framework, which promotes the desirability of sustaining and enhancing heritage assets and putting them to viable uses consistent with their conservation.

The proposed removal of the existing ninth floor and its replacement with a new private members’ club has been designed to be cognisant of the neighbouring residential buildings and their occupants. The roof top addition would not be fully transparent. The glazed elevation facing Atherton Street is proposed to be constructed using opaque / obscured glazing to ensure that the occupants of the proposed bar / restaurant will not be afforded views across the street into the neighbouring apartments. This represents an improvement on the existing situation, where the roof top accommodation does feature clear glazing allowing direct views across Atherton Street.

The terrace below the ninth floor extension has been designed as an amenity space; the terrace will be set back from the existing parapet and a perimeter balustrade of obscured glazing will be included along the Atherton Street edge so as to prevent views to the buildings opposite. The balustrade would not be visible from the ground and will therefore have no impact on the appearance of the existing building. It should be noted that the roof top of the building has always been an amenity space and has previously served as terraces for the existing roof top accommodation.
The rooftop pool is at some distance from the existing residential areas and therefore it is not expected that users of this space would overlook residential properties.

The glazed addition would not create additional light spill onto the Atherton Street side of the building, as the non-transparent glazed elements would act as cladding panels having a solid backing so they are not light permeable along this elevation.

The rooftop addition has been conceived as a “glowing red box.” However, it is not intended that the rooftop restaurant will be heavily illuminated along the elevation facing onto Atherton Street, due to its proximity to the neighbouring buildings. The emphasis of the illumination will be at the Quay Street elevation and the long elevation facing St Johns. Details of levels of luminance would be required by the imposition of an appropriate condition, should consent be granted.

In light of these measures, the proposed development will be in accordance with Core Strategy Policy DM1.

**Manchester and Salford Junction Canal**

*The proposals should protect the line of the canal from development in order to future proof it for potential restoration.*

The Grade II listed Manchester and Salford Junction Canal Tunnel structure sits partially underneath the existing annexe to the Granada House building. Beyond this, the former Manchester and Salford Junction Canal ran under the site of the existing surface car park and connected into the existing canal lock and River Irwell to the west. The canal stretch is now infilled, but access to the tunnel is possible.

The proposed development does not affect the listed element of the canal tunnel and an access to this tunnel will be maintained as part of the proposals. The proposals for the existing car park are limited and relate primarily to surfacing treatments to upgrade the car park for its temporary use to support the proposed development in advance of more comprehensive redevelopment (which will form part of a separate planning application). This is fully in accordance with the adopted Strategic Regeneration Framework for the site.

The proposals for later phases of the St. John’s Masterplan (Riverside) incorporate plans for the refurbishment of the canal lock adjacent to the River Irwell, to create a vibrant new riverside place.

**St. John’s Gardens Park**

*It would not be appropriate to use St. John’s Gardens Park as a pedestrian route; this would be destructive to the peaceful nature of this space and wildlife, as well as creating light pollution for nearby residents.*

The indicative St. John’s landscape Masterplan shows a potential future additional entrance to the St. John’s Gardens public park at the corner of Lower Byrom Street and Culvercliff Walk. This is a future aspiration and does not form part of the current proposals. It is not proposed to undertake any works to the park at this stage.
Objection to proposed removal of the wall around St. John’s Gardens as it forms an important element of the Castlefield Conservation Area.

There is no proposal to remove the wall around the perimeter of St. John’s Gardens. It is proposed to remove the existing wall around the Breeze Studio Gardens, in order to facilitate managed public access to this currently inaccessible mature green space.

Is any land forming part of the St. John’s residential development on Lower Byrom Street required to deliver the proposals?

No land forming part of the St. John’s residential development on Lower Byrom Street will be required to deliver the proposals.

All existing trees should be retained.

The proposals include the opening up of the existing Breeze Studio Gardens as managed public green space for residents of and visitors to St. Johns. All existing trees within this space would be retained as part of the proposals.

Event Management

Additional policing and rubbish management will be required as a result of the proposed event space.

An Event Management Strategy has been submitted in support of the application. This Strategy sets out how the event spaces would be carefully managed to minimise potential impact on the surrounding uses. It would involve management by the estates management team and any additional security staff of the access to the event space and dispersal following events, which would be directed to Water Street or Quay Street / Gartside Street and through Spinningfields. Stewards would be employed to guide attendees in accordance with the Management Strategy. Bins would be provided within the event space for people to dispose of rubbish, as well as within the wider Masterplan public realm. The estate management team would regularly patrol the area to address any issues arising with rubbish disposal, as is the current practice in Spinningfields.

Full details, and compliance with the Event Management Strategy would be required by condition, should consent be granted.

Confirmation as to how event attendees will disperse from the venue when events finish late at night.

It is anticipated that attendees of the events taking place within Studios 2, 6 and 12 will come from a range of place and via a range of transport modes.

In terms of Studio 2, this is proposed to be a cinema for use by members of the private members’ club with a capacity of 100 seats. It is expected that many of the users of this space will be Manchester City Centre residents or users of the hotel.

In terms of Studios 6 and 12, these are proposed to be multi-functional event spaces; attendees could be Manchester City Centre residents, hotel guests, visitors to Manchester who are staying in nearby hotels or day visitors to Manchester.
As set out within the Event Management Strategy, all attendees would be required to disperse via the arcade exiting on to New Quay Street. Attendees would be marshalled via New Quay Street to Water Street or Gartside Street and through Spinningfields.

*Concern about people and vehicles leaving the area late at night when events finish.*

It is expected that a proportion of attendees will either be City Centre residents or hotel guests, and therefore able to walk to their accommodation via an approved dispersal route.

Dispersal of attendees would be managed in accordance with the Event Management Strategy.

This would include staggering of event finishing times and dispersal of attendees over a 30 minute wind-down period.

Use of signage and stewarding to prevent attendees from talking loudly and to ensure they take approved dispersal routes would be provided, as would details of approved dispersal routes for pedestrians and vehicles, as well as car parking and public transport options.

**Cumulative Impact of Proposals**

*The application is not presented in the context of the full Masterplan – applications need to be read together to understand the likely impact on parking and retail provision.*

The St. John’s site is supported by a Masterplan and Strategic Regeneration Framework, which has been adopted by Manchester City Council’s Executive Committee and established a set of principles including in respect of the mix of uses and level of development that can be accommodated on this strategic site within Manchester City Centre. The three current planning applications are fully in accordance with these principles. The applications are supported by a suite of supporting information and technical reports that have been prepared in the context of the wider St. John’s Masterplan.

*The west side of the site should be opened up to the public.*

The wider proposals also include the creation of new pedestrian and vehicular access routes through the site and out on to Water Street.

**Suggestion that the application should be supported by an Environmental Impact Assessment (EIA).**

The proposals have been subject to EIA Screening in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (“the EIA Regulations”), guidance and associated case law.

An EIA Screening Request was submitted to Manchester City Council. The information provided within this Screening Request concluded that the proposed development is not of a type or scale which would necessitate its categorisation
within Schedule 1 or Schedule 2 of the EIA Regulations, nor would it meet the criteria of Schedule 3, and therefore it did not necessitate an EIA. Significant effects on the environment are not anticipated. The potential for cumulative effects of the proposed development with later phases of the St. John’s Masterplan (Phases 3, 4, 5 and 6) will be assessed as part of the EIA undertaken in respect of those developments.

**CONCLUSION**

The approach for developing the application site is entirely supported by the provisions of the National Planning Policy Framework. It clearly provides a sustainable development, as defined by the NPPF, and the benefits in bringing forward this major development opportunity justifies approval of this scheme.

The retained former Granada office building is a highly prominent building and an acknowledged heritage asset and represents an important element in the Castlefield Conservation Area. The proposals represent a key project within the wider regeneration agenda and would make a significant contribution towards the Council’s ambition to generate further economic growth for the benefit of the City Region, particularly in relation to attracting visitors and tourism. The proposed hotel, is acceptable and appropriate in this area in principle and in full accordance with economic, heritage and sustainability policies, both national and local.

The proposed development would provide a major contribution to the economy of the City Centre and the region. It would signal the commencement of the wider ambitions of the St Johns Masterplan area, and represent the start of important regeneration development proposals planned for the area over the next ten years and beyond. This significant initiative would link the heart of the City Centre, and Spinningfields, towards the waterside frontage of the River Irwell. In economic, land use and townscape terms, this represents a

The impact of the development proposals at St Johns, of which the current application for The Grande forms a part, will be experienced throughout the City Centre. Investment, visitors, activity (both pedestrian and vehicular), environmental change, economic growth, perceptions of Manchester and the provision of an iconic development would, it is expected, provide a start, along with the redevelopment of the Coronation street site and the re-use of the Bonded Warehouse, to the longer term regeneration objectives of the area.

The application which is the subject of this report is therefore recommended for approval, subject to appropriate

**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:

Drawing refs:

3156_D_70_P2
3156_D_80_P1
3156_D_81_P1
3156_D_82_P1
3156_D_83_P1
3156_D_90_P1
3156_D_91_P1
3156_D_92_P1
3156_D_105_P3
3156_D_107_P2
3156_D_109_P6
Design and Access Statement Revision 2 prepared by Levitt Bernstein dated June 2015;

Supporting Planning Statement prepared by Deloitte dated June 2015;

Statement of Community Consultation prepared by Deloitte dated June 2015;

Manchester Grande Public Realm Design Document Revision 2 prepared by Gillespies dated 18 June 2015;
Archaeological Desk-Based Assessment prepared by Oxford Archaeology dated June 2015;

Environmental Standards Statement prepared by Valco dated 17 June 2015;

Energy Statement Revision 1 prepared by Crookes Walker Consulting (undated);


Ecology Survey and Assessment (including licensed bat survey) prepared by ERAP dated 17 June 2015;

Drainage and Flood Risk Planning Statement prepared by RoC dated 18 June 2015;


Transport Statement prepared by Vectos dated 22 June 2015;

Framework Travel Plan prepared by Vectos dated 22 June 2015;

Phase 1 Ground Conditions Report prepared by RoC dated 15 June 2015;


Construction Management and Phasing Statement prepared by Wates dated June 2015;

Refuse Management Strategy prepared by Vectos;

Ventilation Statement Revision 2 prepared by Crookes Walker Consulting (undated);

Waste and Servicing Strategy prepared by Vectos dated 22 June 2015;

TV Reception Survey Report Revision 2 prepared by Taylor Brothers dated June 2015;

Event Management Strategy prepared by Sparklestreet (undated); and,


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) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details and a strategy for quality control management have been submitted to and approved in writing by the City Council as local planning authority.
Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity 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) No development shall commence unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

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

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

6) The development hereby approved shall include a building lighting scheme, including the rooftop extension to the hotel / members club, and a scheme for the illumination of all external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme, including lighting levels within internal public areas and how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is completed. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The approved scheme shall be implemented in full before 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.

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

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

8) Use of the development shall not commence unless and until a servicing strategy,
including a schedule of loading and unloading locations, has been 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

9) 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.

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

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

11) 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.

12) Before the development is completed a signage design strategy for all parts of
the development shall be submitted to and approved in writing by the City Council as
local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is
carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy and
Guide to Development 2 (SPG).

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

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

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

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

15) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intake.

Reason - In the interests of the amenities of occupiers of nearby properties.

16) 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

*Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

17) All events in the studios shall only operate within the following hours:

Studio 2

7am to 11pm Sunday to Thursday, and
7am to 3am Friday and Saturday.

Studio 6 and 12
8am to 1am Monday to Thursday
8am to 4am Friday and Saturday, and
10am to 10pm on Sundays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation

18) The proposed uses, including hotel restaurants and private members club, within the development hereby approved, shall only operate within hours to be submitted to, and approved in writing by, the City Council, as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation

19) rooftop pool, terrace and amenity areas shall only be used in accordance with the approved hours of use contained in a schedule of days and hours of operation to be submitted to and approved in writing by the City Council as local planning authority. The roof top terrace shall not be used for events or functions beyond the agreed hours.

Reason - To safeguard the amenities of the occupiers of nearby properties.

20) The roof top terrace on the office block, used in association with the adjacent hotel, shall not allow for the use of amplified sound or any music in these external areas at any time. Low level background music only will be played on the terrace, in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby properties.

21) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a 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 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.

22) Before the development commences a scheme for the storage 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.

New developments should have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.
Reason - In the interests of amenity and public health

23) 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

24) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

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

25) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the $L_{Aeq}$ (entertainment noise) should be controlled to 10dB below the $L_{A90}$ (without entertainment noise) at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 42dB and 36dB, respectively.
Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

26) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of each part of the development as described in condition 17 or within a timescale to be agreed in writing by the City Council as local planning authority.

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

27) Before first occupation of any part of the development, a Travel Plan, including an Event Parking Management Plan, together with 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.

28) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan, Air Quality Plan 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.

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 of the Core Strategy and Guide to Development 2 (SPG)

29) 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

30) No development shall take place unless and until full hard and soft landscaping details for the Breeze Studio Gardens, including planting arrangements, boundary treatments, furniture and lighting, has been 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.

31) No development shall take place unless and until a Maintenance Strategy for the Breeze Studio Gardens, including planting arrangements, boundary treatments, furniture and lighting, has been 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.

32) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site which is the subject of this application (ref 109246/FO/2015/C1) has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

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

33) No development shall take place unless and until a full details of the design and appearance of the upper floor link structures between the proposed hotel and adjacent office building has been 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.

34) No development shall take place unless and until a full details of the design and appearance of all structural elements proposed for enclosed spaces, including The Arcade, has been 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.

35) The proposed temporary car park shall be laid out fully in accordance with the approved plans, and shall be continued to be provided for use by the public until such times as further temporary parking is made available, in accordance with a scheme to be submitted to, and approved in writing by, the City Council, as local planning authority, or until permanent parking is provided within the St Johns masterplan area.

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.
Reason: In the interests of amenity, to reduce parking in the wider area, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

36) No development shall take place unless and until a full details of the design and location of all taxi areas and vehicle drop-off points, within the development, 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.

37) No development shall take place unless and until full details of the design and appearance of the hotel building rooftop extension elevation facing Atherton Street has been submitted to, and approved in writing by, the City Council as local planning authority. The elevation shall be designed to avoid including transparent windows facing Atherton Street.

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

37) No development shall take place unless and until full details of the design and appearance of the rooftop extension to the proposed office building, including all structural elements, has been 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.

38) No development shall take place unless and until a Dispersal Strategy for patrons leaving night-time events in the Studios, has been submitted to, and approved in writing by, the City Council as local planning authority.

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

39) This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the 1200mm diameter surface water sewer located in Water Street at a rate not exceeding 80 litres per second to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8) and part H3 of the Building Regulations

Reason – To ensure the satisfactory development of the site, pursuant to policy DM1 of the Core Strategy.

40) No surface water from this development is discharged either directly or indirectly to the combined sewer network

Reason – To ensure the satisfactory development of the site, pursuant to policy DM1 of the Core Strategy.
41) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution.

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: 109246/FO/2015/C1 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
City Centre Regeneration
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Contaminated Land Section

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:

Contaminated Land Section

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