Application Number  Date of Appln  Committee Date  Ward
109466/FO/2015/C1  24th Jul 2015  15th Oct 2015  City Centre Ward

Proposal  Demolition of existing buildings and structures including Stage 1, Coronation Street set and Lot, The Stables and Stage 2 Extension as defined on plan ref 7331-A-G110_XP-UG to enable the construction of nine mixed use blocks for retail use (A1, A2 and A3) and workspace/office (B1) on the lower floors, with residential above (C3), together with creation of new public realm, landscaping, car and cycle parking, access arrangements and associated works.

Location  Former Studio Space On Land Bounded By Grape Street To The North, Lower Byrom Street To The East, MOSI To The South With Liverpool Road Beyond And The Bonded Warehouse And Stage 2 To The West With Water Street Beyond, Manchester

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. 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 known as The Grande, and includes the redevelopment of the extended site which is currently occupied, in part, by the former Granada building (Ref: 109246/FO/2015/C1), and, the conversion of the Bonded Warehouse (R:109241/FO/2015/C1)

THE SITE AND ITS LOCATION

The Site is bounded by Grape Street, the Breeze Studio and Gardens to the north, Lower Byrom Street and existing residential uses to the east, the Museum of Science and Industry (MOSI) to the south and the Bonded Warehouse and studio buildings to the west and is around 0.9 hectares.

The wider site has been used as Television Studios, including office, workshop and other filming spaces. Since ITV vacated the site, a number of temporary uses have
been in operation, including a temporary visitor attraction. Other parts of the former
ITV estate are or have been used for office use, and temporary events.

Spinningfields is located to the north, the Bauhaus and Rossetti Place apartment
blocks, the Bauhaus office block and the Great John Street hotel are to the north east
and to the east is a mix of uses, including the St. John’s residential community and St
John’s Gardens. There is no vehicular access into the site as Grape Street is closed
to the public. Pedestrian access is via Atherton Street. As a TV studios complex, the
site was entirely closed off to the public for many years, and therefore the site lacks
any permeability.

The Site comprises a number of different elements: Stage 1 building was constructed
in the mid-1980s as a studio in which to film the interior scenes of Coronation Street
and is currently used as part of the Coronation Street temporary visitor attraction;
Stage 2 building and extensions were developed in the late 1990s to provide
additional studio space and filming facilities; the former Coronation Street Set
constructed in the early 1980’s; an accumulator tower; and, two stable blocks, to the
west of the site, built between 1891 and 1908. In 1968,

There are no Listed Buildings within the Site which is within the Castlefield
Conservation Area and the St John Street Conservation Area is adjacent to the north
east. The dominant use in the area remains the former ITV estate including the
temporary Coronation Street Visitor Attraction which is included in the current
application site.

Within the adjacent 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.

The site is highly accessible by public transport. The closest railway station is Salford
Central, approximately 500m from the site. Other stations including Victoria,
Deansgate and Oxford Road are within 1km walk with Piccadilly accessible via
Metroshuttle. There are Metrolink stops at St Peter’s Square and Deansgate
Castlefield which are approximately 800 and 500 metres from the site respectively.

The closest bus stop is approximately 300m from the site on Deansgate servicing
locations across the North West. In addition, the free Metroshuttle service is
accessible from Deansgate allowing access to Piccadilly, Oxford Road and Victoria
Railway Stations.

DESCRIPTION OF PROPOSED DEVELOPMENT

The residential-led proposals included in this application form part of the first phase
of the St Johns Masterplan, and includes:

Demolition of Stage 1, part of Stage 2 (Stage 2 Extension), the Stables and former
Coronation Street set
Construction of nine residential led mixed use blocks ranging from 4-9 storeys in height, which include retail at the ground floor, with workspace above, and residential at the upper floors. Eight of the nine blocks would be linked by bridge links at each level.

Creation of public realm and landscaping across the development and around the Accumulator Tower.

Retention of the Accumulator Tower.

Car parking at the lower ground level as well as further car parking provision and cycle parking provision at street level.

Reinstatement of Grape Street.

Opening up of Great Western/Lower Byrom Street Warehouse north elevation.

Integration of public realm design associated with Great Western/Lower Byrom Street Warehouse north elevation.

Reinstatement of ‘Garden Court’ an historic access route into the site from Lower Byrom Street and potential retention or acknowledgement of the groundscape of former Coronation Street set.

The aim is to create a vibrant, mixed use, residential led neighbourhood enhanced by workspace for creative industries together with spaces for enterprise, retail and cafes. It would be a neighbourhood that is not over reliant on one particular use type, but would provide for a mix of users from residents, employees of both workspace and retail and visitors.

The proposals incorporate a mix of uses as layers arranged vertically. Spaces for retail and cafes are located at ground floor to activate the public realm; workspace is located over the next two/three layers. Above the workspace are levels of residential apartments.

The layout would comprise four pairs of buildings, each having a taller, principal block that accommodates the main circulation core, and a lower southern block linked to the northern block via a series of bridges. The predominant Grape Street elevation is aligned with the Victorian Accumulator Tower and the positioning of the building line therefore re-instates this important heritage asset as part of the streetscape.

A further building is located alongside the western elevation of the Great Western/ Lower Byrom Street Warehouse and is positioned so as to reinforce the main south-north pedestrian route from the Museum of Science and Industry to Spinningfields.

The residential units range from one bedroom to five bedrooms and all have access to either private or shared outdoor amenity space. At the top floor is one large residential apartment per building which would seek to provide the same area of accommodation usually found in a typical family home across one level. Apartments on the four southern buildings have access to private outdoor amenity space together
with access to a large shared roof garden. The residential units on the taller four northern blocks have private outdoor amenity space, accessed from living rooms and bedrooms, and have access to a private large rooftop garden.

The buildings are 4 – 7 storeys, inclusive of the ground floor. The seventh storey is a set-back lift overrun, which does not constitute a habitable level. The proposals would provide a series of south facing landscaped terraces and amenity spaces. The mass of the upper levels has been arranged to create south facing terraces and reduce overshadowing from the tallest elements of the development.

The active ground floor retail/cafe/workshop spaces aim to promote activity throughout the neighbourhood. The location of refuse/recycling spaces within buildings ensures that the development avoids any perceived ‘back’ street.

Small commercial units would be created for some 30 A1 retail uses and seven A3 restaurant and cafe uses. It is expected that the proposed development would support the creation of approximately 82 jobs (FTE) for the retail units.

The office/commercial space would be located above the ground floor retail and food and drink uses and there are two levels of workspace within the four buildings nearest to Lower Byrom Street and three levels of workspace within the four buildings nearest to the Bonded Warehouse.

Access would be provided by lifts and stairs, and high level walkways which would link the buildings. It is expected that the proposed development would support the creation of approximately 512 jobs (FTE) for workspace/office use.

The facade consists of a series of equal brick piers and a varied module of recesses which can allow for the provision of a variety of ‘infill’s’ creating a rhythm across the elevations. The recesses would be inset from the grid to create a sense of depth, increase actual and apparent mass and to set back the windows to increase privacy into bedrooms when viewed obliquely.

The volumes and frames are clad predominantly in a light coloured beige brick, with matching recessed mortar, which would help establish a visual contrast with the existing buildings and would enhance the feeling of light and space within the public squares and tight knit passages. The outer face of the brick would have a powdered finish, adding depth and variation, as opposed to a ‘clean cut’ contemporary appearance.

At the upper residential levels, the infill’s within the architectural grid would include full height glazing panels. Elsewhere, the infill panels would either be glazed or made up of solid infill’s of differing materials. The solid areas would be light in appearance in order to enhance daylighting in external public areas.

All buildings share a common palette of materials which would ensure that the scheme is read as a distinct neighbourhood within St John’s.

52 car parking spaces would be provided within a lower ground car park, plus an additional 12 car parking spaces located at upper ground level. 1 cycle space per residential dwellings is to be provided (57 in total), plus a further 61 cycle spaces for the commercial uses – providing a total of 118 cycle spaces overall.
Vehicle access to the lower level car park would be from Byrom Street via an entrance/exit on Grape Street, from which there will be ramp access to the car park.

The proposals incorporate 118 cycle parking spaces, which would allow for one cycle space per residential unit, with remaining spaces allocated to workspace. Cycle parking is located in a shared communal facility for the four buildings located nearest to Lower Byrom Street which is located within the ground floor and cycle spaces for the remaining buildings are located at lower ground floor.

A site-wide Servicing Strategy has been prepared for St John’s and would be implemented through future phases. A site-specific strategy has been prepared for the Village Phase 1 and would work within the principles of the site-wide strategy.

All service vehicles would arrive via Lower Bryom Street and could use both the southern access road and Grape Street to serve the various buildings of Village Phase 1. Due to the level differences most servicing and refuse collections would be use the southern access route. It is estimated that some 53 delivery vehicles would visit the site each day.

It is not proposed to close Atherton Street or Quay Street. Atherton Street can potentially be used as part of the access and servicing arrangements for the site.

Pedestrian access would be from Grape Street to the north, Lower Byrom Street to the west and the southern access road between MOSI and Village Phase 1. The southern access road is currently gated at Lower Byrom Street, and would be reinstated and opened up as part of the proposals.

A primary pedestrian route is formed through the north and south blocks, to be named ‘Coronation Alley’ which would pass through the centre of the Village from east to west, with connections to Grape Street, Bonded Warehouse, Great Western Alley and Lower Byrom Street.

The alley would feature contrasting surface treatments to emphasise retail/café thresholds and spill-out spaces. Cobble surfacing is proposed to echo sections of the original Coronation Street footprint, in order to create a unique cultural public realm feature. A series of contemporary planting beds are proposed to soften and enhance the alley.

The scheme has been designed to be accessible to all with a number of features incorporated into an inclusive design.

A comprehensive landscaping and public realm strategy would create an interconnected sequence of spaces and small squares allowing pedestrians to meander through the public realm to larger public spaces and routes.

The reinstatement of Grape Street would create a pedestrian priority ‘Green Boulevard’, linking St John’s Gardens and Breeze Studio Gardens at the east of Grape Street to a new large public green space at the west of Grape Street (This is included in proposal for The Grande (ref: 109246/FO/2015/C1), and would ultimately lead through to the River Irwell.
A further route would be provided running in parallel with Grape Street and through the development, creating passageways through the new public courts and mews spaces. This would form a heavily planted, green route.

Buildings would be arranged around the main courtyard which accommodates the retained Hydraulic Accumulator Tower as its focal point. This courtyard is accessed at the level of Grape Street and is the largest of three courtyards. Two smaller courtyards are raised from the level of Grape Street due to the plateau of the site, and would provide these two spaces with an intimate mews feel.

The hard landscaping would seek to retain and restore all appropriate historic groundscape, where possible. Any new additions would be selected from a palette of simple, robust materials and would incorporate subtle changes in treatment to identify entrances, arrival points, retail units, courtyards and passages. In terms of soft landscaping, feature trees would be used as focal points.

**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.
23 individual letters of objection have been received to the proposed development, covering the following issue:

1. Traffic and parking
2. Residential amenity
3. Demand (for retail)
4. St. John’s Gardens
5. Noise
6. Pedestrian Movement
7. Mix of uses
8. Wildlife / ecology
9. Cumulative impact of proposals
10. Landscaping
11. Height / heritage

The comments received are considered in detail below.

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

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

The Head of Neighbourhood Services (Highway Services) - It is accepted that the retail space, and (A3) restaurants, is unlikely to generate significant vehicle trips over and above those which would already be accounted for within the assessment of the residential and office worker impacts on the network, as it is expected that a high proportion of customers visiting the shops and restaurants would do so as part of a linked trip into the area and not specifically visiting for those uses. Furthermore the former use of the site as the Granada Studios with approximately 1100 car parking spaces of would have generated a level of vehicle trips into and out of the site in excess of those which could be generated by the Village Phase 1 proposals.

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 amended junctions onto Lower Byrom Street providing two way access along Grape Street and the southern access road. In places the access roads are to be narrowed to allow one-way priority operation to help control traffic speeds. This is accepted in principle.

Regarding access into the southern access road, which is to provide the majority of servicing to the Village Phase 1, a swept path analysis has been provided which indicates that a large articulated vehicle can safely access / egress through the site via the processed access / egress points. As the junction onto Lower Byrom Street will only allow for one HGV to enter or leave the development it is recommended that a servicing strategy for the whole development is submitted for approval which provides satisfactory details of how servicing is to be managed to prevent any conflicts.

**Housing** - No objection. The site is not appropriate for social / affordable rented housing.

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

**Greater Manchester Ecology Unit** - No objection.

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

**Greater Manchester Archaeological Advisory Service** - No objection. Recommended condition.

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

**Transport for Greater Manchester** - No comments have been received.

**Historic England** - Some reservations were raised regarding the height of the development and the potential impact this will have on the setting of MoSI and its listed structures. However, on balance of the overall context of the scheme, this concern was not of sufficient strength to result in an objection.

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

**Canal and River Trust** - No comments required

**The Historic Buildings and Conservation Areas Panel** - The Panel felt that the seven storeys being proposed was too high in comparison to the listed buildings and other buildings in the conservation area, and suggested that it was reduced in height by two storeys.

The Panel questioned the narrowness of the streets and felt that the tall buildings and tight urban grain would create a rather dismal environment. They also felt that the vision to create a ‘village’ feel would not be possible with seven storey buildings and stated that most Manchester city blocks were around five storeys high with more generous spaces between the buildings. The Panel liked the permeability of the development and felt this to be refreshing in a city centre location and also felt that despite the height that the design was quite daring and inventive.
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) sets out the Government’s planning policies for England and how these are expected to apply. The central theme to the NPPF is to achieve sustainable development to which there are three dimensions: 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". Paragraph 12 sets out that development that accords with the development plan should be approved without delay 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 undesignated heritage asset, to provide residential, 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, and add to the vibrancy of the proposals for the St Johns development and the wider area. The range and type of uses proposed would significantly increase activity in the area, and create a vibrant character.

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 6 Delivering a wide choice of high quality homes - The scheme would provide an efficient, high-density development that would bring 57 homes to a sustainable City Centre location. The scheme would provide a range of accommodation sizes and types and help to create a sustainable, inclusive and high quality residential offer. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source...
of jobs in the region and the proposal would provide accommodation to support the growing economy and help to create a vibrant, thriving and active community.

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

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

Section 10 Meeting the challenge of climate change, flooding and coastal change - The application site is in a highly sustainable location. The proposals aspire to achieve a BREEAM Rating of 'Very Good' for both the ground floor retail uses and workspace at the upper floors.

Section 11 Conserving and enhancing the natural environment - The documents submitted with this application have considered the potential risk of various forms of pollution, including ground conditions, air quality, and noise, and the impact on ecology. These documents demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

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 in 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. 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 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, retail and food and drink uses, in a highly accessible location.

SO3 Housing The scheme provides 57 residential units in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

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. The site is in a highly accessible location, thereby reducing the need to travel by private car, and would make the most effective use of existing public transport facilities.

SO6. Environment - The proposal 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. In addition, Breeze Studio Gardens would be available for public use, as part of wider proposals for St Johns.
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.

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. The vertical arrangement of housing and commercial activities would allow employment opportunities to be created within a mixed-use development.

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 CC3 Housing - It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC4. Visitors, tourist, culture and leisure - The provision of shops and food and drink uses, centrally located and close to major tourist attractions, would significantly enhance the attraction of the City Centre as a major 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. The combination of residential, office and ground floor commercial A1 and A3 uses would ensure compatibility with this policy.

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 have an adverse impact on the setting of nearby listed buildings but would enhance the Castlefield Conservation Area.

Policy CC10 – A Place for Everyone - The proposals residential units would be a mix of one, two, three, four and five bedroom homes which would appeal to a wide range of people from single professionals and young families to older singles and couples.

Policy H1 - Overall Housing Provision - The development would provide new homes in the City Centre, consistent with regeneration objectives and help to create a mixed use community. This would be consistent with regeneration objectives for this part of the City Centre. The development would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 – Affordable Housing - A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of the proposed development to contribute towards affordable housing within the city. The Appraisal demonstrates that the proposed scheme is viable and capable of being delivered. This issue is discussed in more detail below.

Policy T1. Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable public transport alternatives and would include routes 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 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 Accumulator tower, 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. The development would enhance the character of the Castlefield conservation area. It could have an adverse impact on the setting of nearby listed buildings and this is addressed below.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon –This requires all development to follow the principle of the Energy Hierarchy to reduce CO2 emissions. The proposed development would follow these principles.
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change – The proposals aspire to achieve a BREEAM Rating of ‘Very Good’ for both the ground floor retail uses and workspace at the upper floors.

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 17 - Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised, with details to be included in proposals for public realm areas.

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 and Servicing Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation.

Policy PA1– Developer Contributions - Where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

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 A3 restaurants and bars, which would be of a scale which is appropriate within the ground floors of the development.

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. Should consent be granted, it is recommended that conditions be imposed in relation to shop front design and signage.

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 elevations to grape Street would embrace the retention of the accumulator Tower.

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 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 of the ground floor commercial uses and office uses, in relation to the proposed upper residential units and existing homes at St Johns Gardens and nearby apartment blocks. Should consent be granted, conditions should be imposed in relation to noise issues.

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 s 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 Village Phase 1, 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. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of housing and further housing is required to support the next phase of economic growth. The proposals would redevelop a prominent site in the Castlefield conservation area and improve the perception and image of this area and the City and could act as a catalyst for further regeneration.

The proposal would deliver a range of good quality apartments and complement the residential community in the City Centre. Manchester’s population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within the City Centre.

Residential development would be consistent with a number of the Greater Manchester Strategy’s key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, within a major employment centre and would promote sustained economic growth within the City.

The office and commercial uses would help to create an environment which is attractive to all those who want to work in, and visit, the area and help to ensure that the City Centre is competitive. It would help strengthen the retail and business sectors and would be accessible to all users offering a safe and accessible environment, would promote additional investment opportunities and enhance the City’s distinctive quality of architectural and historic fabric, as well as demonstrating economic confidence in the city centre. It would also provide economic benefit in terms of job creation and investment.

The mix of uses would make a significant contribution towards strengthening the commercial positioning of the area and assist in establishing St Johns as a high quality place.
Impact on the Character and Appearance of the Heritage Assets

An assessment of the archaeology and built heritage on and around the site have been undertaken in order to assess the potential impacts that the development might have. 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 site is considered to be a negative element within the Castlefield Conservation Area.

The height, form, massing and scale of the proposed blocks would create a new dynamic streetscape. Inter-connecting bridges between the blocks would create a multi-level environment, in the spirit of the former railway and industrial bridges and viaducts, which are a key characteristic of the wider Castlefield Conservation Area.

The proposed public realm works would substantially enhance the pedestrian environment and encourage movement across the wider site. The enhancements to the urban form and pedestrian environment would reveal the heritage values of the accumulator tower and the Grade II listed MOSI Warehouse.

It is considered that the proposed development would have a beneficial impact on the setting of the Grade II listed MOSI Warehouse, the setting of the accumulator tower and the character and appearance of the Castlefield Conservation Area.

Minor adverse impacts are considered to result from the loss of the Coronation Street set, although the proposed treatment of the public realm in the area of the set, which would demarcate the footprint of it, is considered to mitigate against this impact. The current location of the Coronation Street set dates to the early 1980s when Stage 1 was also built for the interior sets. Prior to this, the external street set was located to the west side of the Bonded Warehouse. Whilst the former set is recognised as yielding cultural heritage values, it was assessed by Historic England as not being of sufficient interest to merit listing.

The Heritage Statement also includes assessments at 5 key viewpoints as agreed with Historic England, and comments that the overall impacts are either negligible, minor beneficial or moderate beneficial.

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 a high quality building
within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the Greater Manchester Strategy 2013-2020. The development would support economic growth in the City and create employment and housing 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 stated that the development has the potential to sustain and enhance the conservation area and to positively contribute to its vitality and its local character and distinctiveness. It also offers the opportunity to enhance and better reveal the setting of historic buildings in the Conservation Area. Some reservations were raised on the height of the development and the potential impact this could have on the setting of MOSI and its highly graded listed structures. However, in balancing the overall context of the scheme, this concern is not of sufficient strength to result in an objection.

It is noted that the impact of the development on listed buildings and conservation areas during construction is temporary. Good construction practices and the use of high quality hoardings would ameliorate to a certain extent the potential impacts as a result of demolition and construction activities.

**Viability and Affordable Housing Provision**

The NPPF provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPF sets out, in relation to brownfield sites and previously developed land, that local planning authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of such sites, local planning authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the Council's specific policy requirements in relation to Planning Obligations and states that where needs arise as a result of development, the Council will seek to secure planning obligations and outlines the range of provisions that such obligations might need to be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing, community facilities, provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential...
infrastructure improvements. However in determining the nature and scale of a planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

There is a city wide requirement on all residential developments on sites of 0.3 hectares and above, or where 15 or more units are proposed for developments to contribute to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion; or where material considerations indicate that intermediate or social rented housing would be inappropriate. The criteria that might qualify developments for exemptions that are of relevance in this instance include:

that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; or, it would financially undermine significant development proposals critical to economic growth within the City; or, the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;

The application site is previously developed land which is no longer required for its previous purpose, The City Council's requirements for the highest quality of design and materials inevitably impacts on viability. The applicant has provided a viability appraisal for the site which demonstrates that the proposed scheme is viable and capable of being delivered.

In order to support the success of The Village Phase 1, and contribute towards the objectives of the wider St Johns Masterplan, it is vital that high quality public realm and the provision of urban spaces and routes are included in the proposals. The cost of providing these components of the scheme would be significant, and can justifiably be considered as a developer contribution to the overall benefits of the area.

**Public benefits**

The regeneration of the City Centre remains a key priority and must remain so if the region is to deliver its growth forecasts and projections. The mix of uses, together with the public realm proposals, would bring a wide range of economic, social and environmental benefits to the area.

The proposed development would produce a number of public benefits and would help to create an attractive environment for all those who live in, work in, and visit, the area, ensuring that the City remains competitive. It would be accessible to all users offering a safe and accessible environment, and would add to the diversity of vital functions and activities. The proposals would also enhance the City's distinctive architectural and historic fabric, demonstrate confidence in both the local area and the city centre and would create a major economic benefit in terms of job creation and investment.
Architectural Quality

The key factors to evaluate are the architecture, scale, form, massing, proportion and materials proposed for the alterations to the building, together with the relationship to existing built fabric.

The design of the proposed buildings would have a distinct appearance and would read as a collection of components stacked within a varying grid structure. Differing heights, materials and massing arrangements would provide interest, privacy, aspect and variety, and would meet the challenge of creating a mix of uses which would be both functional and attractive.

The balance of introducing a number of elements of differing materials, particularly within the solid infill panels of the design grid, would be critical to achieving a successful and high quality appearance. Materials must be durable and a condition requiring samples of materials should be imposed on any consent granted.

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.

The design properly reflects the site owner's commitment to this development, and the wider St Johns area, 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.

Places Matter believe that the scheme should create a very desirable and delightful neighbourhood.

Sustainability

The proposed residential, offices and commercial 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 accompanying the application for planning permission 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. This document demonstrates the overall credentials of the proposals.

Permeability and Contribution to Public Spaces and Facilities

The proposed public realm areas, along with the active ground floor uses, would provide strong 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 pedestrian routes available through the development include the re-instated Grape Street, the proposed ‘Coronation Alley’ which runs through the site, together with routes adjacent to MOSI, and between the proposed buildings blocks.

The development is also permeable at the upper floors, with the introduction of high level bridges which link the buildings and the uses contained therein.

It is also noted that the Grape Street route would run alongside the Breeze Studio Gardens, which are to be made public, as part of the proposals for The Grande.

**Relationship to Public Transport Infrastructure**

The mix of uses contained within the development would benefit from a range of public transport opportunities, described above. The site is within the City Centre, and all forms of public transport are available including trains, buses and trams, as well as links to Manchester Airport, and local routes for cyclists and pedestrians.

**Parking, Servicing and Access**

Parking, servicing and access would all take place within the application site. However, the development would increase traffic and vehicle movements on Lower Byrom Street. The regeneration of the St Johns area will increase the scale and intensity of vehicles using the local highway network. Activity on the surrounding roads would increase and whilst Water Street will be used to service areas of St Johns, Lower Byrom Street will be required to accommodate traffic generated by The Village Phase 1 as well as the Bonded Warehouse and The Grande).

The St Johns area is highly accessible and can be reached by a range of modes of transport, including by foot, bicycle, bus, train and tram. It is envisaged that many visitors are likely to arrive at the site by means other than private car.

Should consent be granted, conditions are recommended to cover parking, servicing, deliveries and access.

**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**

An initial baseline report has been prepared to assess the potential effects of the proposed development on the surrounding properties regarding sunlight and daylight. The report concludes that the only residential property that may potentially be affected in terms of sunlight and daylight is 2-24 Rozel Square (part of St. John’s Gardens). Of these properties, it is only the windows to the rear i.e. facing Lower Byrom Street that are potentially affected and from analysis undertaken, these affected windows appeared to serve kitchen, bathrooms and bedroom (i.e. less
sensitive rooms), with the main living space being to the front of the apartments that overlooks Rozel Square unaffected by the proposals.

The report notes that the design of the building into 9 blocks rather than a single mass, allows potential for sunlight to pass through the walkways between the blocks. In addition, whilst the blocks are higher than the original building, they occupy less of the site footprint. The narrower profile would enable sunlight to reach windows where this is currently blocked by the studio building.

The report concludes that the impact on the sunlight is considered to be minimal and that no external amenity spaces will be overshadowed.

**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**

An Acoustics Report forms part of this application, including an environmental noise survey. The report sets out the acceptable limits for noise emission from building services plant and preliminary advice on the minimum sound insulation requirements for the building envelope.

It is highlighted that as retail units are proposed which may include restaurants, internal noise transfer from the units to the residential and offices above would need to be addressed in the design to reduce the likelihood of complaints. Furthermore, amplified sound limits are likely to be required in the retail units to minimise the risk of disturbance to the offices and residential units above.

**TV and Radio reception**

A statement on television and radio reception forms part of the planning application submission. The statement assesses the impact of the proposed development on television and radio reception 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 lighting to the public realm, commercial uses, and potentially rooftop garden areas and amenity spaces. It is recommended that if consent is granted, a condition be imposed to manage this issue.
Green Travel Plan / Cycling

A Framework Travel Plan which aims to reduce unnecessary car journey’s and increase the number of people who walk, cycle and use public transport for journeys as opposed to car based journeys has been submitted with the application. This 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. Cycle parking facilities for bikes would be provided within the development.

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.

Ground floor A1 and A3 uses would maximise the active frontages to the buildings 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.

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. The Crime Impact Statement confirmed that GMP is fully supportive of the scheme, and it provides a number of recommendations which will be considered during the detailed design stage.

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, and is included as part of this application. The report highlights the history of the site and identifies a number of structures that could be impacted by, or have the potential to impact upon, the proposed development. These include the tunnel section of the Manchester and Salford Canal which runs immediately adjacent the site's northern boundary beneath Grape Street and the part of the sites southern extent that is believed to be constructed on a railway viaduct.
The Ground Engineering Desk Study confirms that there is no significant risk posed to the site arising from ground conditions. A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed should be 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 an 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 has been submitted which concludes 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 Ecological Report and Bat Survey has been submitted, and concludes that the site is sufficiently distant from the section of the River Irwell which is designated as a Site of Biological Importance (SBI) that any impacts of the proposed development on the SBI can be reasonably discounted. The proposed redevelopment of the site will have no impact on the SBI. Also, the survey has not revealed any signs of usage of the buildings by bats, and the site is considered unsuitable for use by any other protected or notable species.

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

**Flood Risk**

A Flood Risk and Drainage Statement has been submitted. The proposed development site is some 180m away from the River Irwell which is the only source of pluvial flooding within the vicinity of the development. The site however 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.

In view of the above the proposals are consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.
Smoking arrangements.

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

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 insufficient parking, increased levels of traffic on Lower Byrom Street in terms of noise, air quality and safety. Water Street and Grape Street should provide the main vehicular access points, concern that two new vehicular access points from Lower Byrom Street is excessive and will lead to congestion, concern that private roads could be closed, concern that Atherton Street and Quay Street would be closed, Great Western Alley / Victoria Street should have parking restrictions, separate servicing and pedestrian routes should be provided, and, service deliveries may impact on the local highway network and should be managed.

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.

Heritage

The proposals should protect the line of the Manchester and Salford Junction 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 application boundary for the proposed development does not impact upon the Listed Canal Tunnel or the infilled section of canal and comments in relation to the canal line are therefore not considered to be of relevance to this application.

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.

**Residential amenity.**

Concerns relate to privacy standards, stating that a 6 storey building should be 30m away from Rozel Square.

The City Council does not have adopted minimum privacy distances for residential properties. In the context of a City Centre environment, it is expected that development would be more dense and of a tighter grain. In this instance, the proposed development is separated from residential properties at Rozel Square by the width of Lower Byrom Street and the private surface car parking associated with St. John’s Gardens, a distance of approximately 21.6m at the closest point. This is considered to be wholly appropriate and it is not considered that the layout would result in an adverse impact on the privacy of residents within Rozel Square.

Concern is expressed about the sunlight / daylight impact upon the existing residential properties at Rozel Square, St. John’s Gardens.

In response, it is stated that the proposals were supported by a Daylight and Sunlight Technical Note. The impact of the proposed development on the daylight to the rear windows of Rozel Square has been considered. An assessment, known as the Vertical Sky Component (VSC) has been carried out. The BRE guidance recommends that a window should either be able to be exposed to 27% of the visible sky or that if it is already exposed to less than 27% then ideally a reduction of the existing % of visible sky should not be more than 20% of that existing value after the development. Any more than 20% and the reduction in VSC is considered to be noticeable by occupants. These figures are based on a sub-urban environment rather than a city centre locality, as is the context here.

The only areas unable to meet the BRE recommendations are 11 of the rear windows 2-8 and 10-16 Rozel Square. It is clear that the loss of light is only slightly over the 20% reduction mark at which the loss of light would be noticeable. The average reduction to the VSC level of the windows post development is 25% of the former value.

Of those 11 windows that are unable to meet the BRE recommendations 2 windows appear to serve bathrooms, which need not be analysed.

Concern is expressed about sunlight / daylight and wind impact upon the MOSI complex.

The proposals have been reviewed by specialists in sunlight and daylight and advisor on the wider St. John’s Masterplan. Comments made are as follows:

The impact of the proposed development on the daylight to the north windows of the Great Western Warehouse is shown on submitted plans. Where a window is shaded it signifies that that window is unable to meet with the BRE criteria. This assessment is known as the Vertical Sky Component (VSC). The BRE guidance recommends
that a window should either be able to be exposed to 27% of the visible sky or that if it is already exposed to less than 27% then ideally a reduction of the existing % of visible sky should not be more than 20% of that existing value after the development. Any more than 20% and the reduction in VSC is considered to be noticeable by occupants. These figures are based on a sub-urban environment rather than a city centre locality, as is the context here.

There is no residential use within this building; the windows that are affected by the development are only in the north elevation. The majority of the windows serving the museum space at ground and first floors have been covered over to varying degrees of permanence. Indeed the use of artificial spot lighting has been used to good effect to highlight displays and activities within the main museum spaces; lower daylight levels have been introduced to give this lighting greater impact. The majority of the north elevation windows serve store, plant rooms, stair wells and WC accommodation. It is not expected that these spaces have a reason to benefit from daylight under the terms of the BRE Guidance and so should not be taken into consideration.

The 3rd floor also comprises windows serving stairwells, plant rooms and areas of storage.

Based on the above it is anticipated that at least 80% of the 81 windows that are unable to meet the BRE recommendations, for a sub-urban environment, are not able to demonstrate a reasonable expectation of daylight under the BRE guidance and should not be included in the assessment.

In relation to wind microclimate, the proposals comprise the introduction of a new 4 to 7 storey residential development. The scheme is sheltered at lower levels from prevailing southerly winds and of generally similar scale to surrounding existing buildings. In addition the Village Phase 1 steps up in height from south to north, minimising the potential for downdraughts and encouraging the prevalent winds to pass over the site at roof level. No significant environmental wind effects are expected.

*Concern has been raised about the proposed height of the buildings, with some blocks double the height of existing properties. It is suggested that a height of 4/5 storeys on the blocks adjacent to Lower Byrom Street should be required due to the relationship to low rise MOSI / St. John’s Gardens. Concern is also raised about issues of loss of light, privacy, rooftop gardens overlooking bedrooms.*

The proposals form part of a transition of building scales from the lower scale of the Museum of Science and Industry (MOSI) complex, through to the taller 35m Rossetti Place and Bauhaus buildings and onto the even taller scale of Spinningfields.

The lowest element of the scheme (at four storeys) is located adjacent to the Grade II Listed MOSI Warehouse. This lower building forms part of the composition of increased scales of development through the application site. The overall height of the development as detailed within application is seven storeys (including ground level). Above the seventh storey is a set-back lift overrun which does not constitute a habitable level.
The scale of the proposed lower (workspace) levels are set below the roof/eaves levels of both the adjacent Great Western/Lower Byrom Street Warehouse and Bonded Warehouse anchoring the proposals into the immediate setting and establishing a dialogue with these two warehouses of significant proportion. The residential levels above the workspace levels in turn are a component of a wider contextual composition of increasing scales of building form from the MOSI complex to the south of the application site through to the Granada Building, Rossetti Place, the Bauhaus and Meridian building and Spinningfields to the north.

The four proposed buildings located within the eastern half of the application site comprise of two levels of workspace which are set at a datum below the roof level of the Great Western/Lower Byrom Street Warehouse. Residential levels are located above this datum and are arranged as a series of stepping and fragmented modules of three storeys where the buildings are adjacent to the Great Western/Lower Byrom Street Warehouse rising to four storeys above the workspace levels where the buildings form a defined edge to the open space around the Breeze Studio gardens.

The four proposed buildings located within the western half of the application site comprise of three levels of workspace which relate in scale to the Bonded Warehouse. Residential levels are located above this datum and are arranged as a series of stepping and fragmented modules of three storeys where the buildings are adjacent to the Great Western/Lower Byrom Street Warehouse rising to four storeys above the workspace levels where the buildings relate in scale to the Granada Building and proposed additional buildings which form part of this separate application.

At its closest point, the proposed development is 21.6m from the existing St John’s Gardens residential development. It is considered that for a City Centre location this distance is more than sufficient to overcome the potential for overlooking. The proposed roof terraces would provide open, green spaces for residents and families to enjoy as an alternative to external terraces. The principal views from the rooftop gardens are south overlooking MOSI and Castlefield and not east towards the St John’s Gardens residential development.

Retail Demand and Impact

A large number of retail units are proposed and there are concerns regarding the outcome if retail units remain empty. There is also concerns about the potential impact upon existing shops located on Liverpool Road.

A retail strategy for the Village Phase One is being developed, which will be designed for the delivery of the optimum tenant mix for the retail component of Village Phase One. It is important that the strategy and design of the retail is relatively flexible, so that the changing nature of retail and emerging trends can be exploited to create a vibrant, contemporary and sustainable retail offer, within the context of the wider retail and leisure offer of St John’s. The retail uses will support the residential and workspace uses that form part of the first phases of the St. John’s Masterplan, as well as the wider St. John’s area and City Centre.

The retail space within Village Phase One will allow for occupation of small units with modest shop fronts no more than 10 feet in width, but will remain flexible so that
there is potential for growth should businesses be able to capitalise on success. This smaller scale space, and reduced prominence will therefore discourage the larger brands from being able to operate from this location.

Demand will therefore come from operators who for a balance of reasons are unable to find the right space within existing high street locations, but also from brand new start-up companies and small manufacturers. Part of the strategy for Village Phase One will be to ensure that the occupational costs are kept at a level which allow for independent and emerging retail to occupy the space. This strategy will be further reinforced by periods of rent free or capital contributions to allow retailers to fit out the space and to support the development of these operators during their initial phases, so to allow these businesses to grow, and ultimately contribute significantly to local economic success.

The retail strategy is aimed at providing an independent and attractive offer for residents and occupiers of St. John's and the surrounding area, by attracting operators who are not able to locate on existing high street locations. It is not proposed that the retail offer will be of a nature or scale that would compete with the existing offer in the Primary Shopping Area or, for example, existing restaurant and pub units on Liverpool Road.

Other matters.

*Consideration should be given to the use of SUD’s within the proposed development.*

The detailed design of public realm areas and matters of drainage are recommended to be dealt with by the imposition of appropriate conditions, should consent be granted.

*Design of public realm and the importance of linkages*

Full details of such final public realm design, in keeping with the public realm strategy for the wider St Johns area, are recommended to be dealt with by the imposition of appropriate conditions, should consent be granted.

*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.

*Concern about the potential closure of Water Street during construction.*

It is not proposed to temporarily close Water Street during the construction phase of the Village Phase 1. Any temporary road closures would be agreed with Manchester City Council and discussed with neighbours, including MOSI, in order to avoid adverse impact to their operations.

*Confirmation that the existing Metroshuttle stop in Lower Byrom Street will remain operational during construction.*

It is expected that the stop will remain operational during construction.
Concern about the impact of construction activity on the MOSI complex and enjoyment of visitors as well as corporate and conference users, as well as concern about the use of Lower Byrom Street for construction traffic.

The Demolition Statement and Construction Management Statement submitted in support of the application identify the need to carefully manage the demolition and construction process in consultation with stakeholders located in the vicinity of the site, which includes MOSI. These documents establish the principles for demolition and construction management, which will be developed through a detailed Construction Environmental Management Plan once a contractor is appointed. This would also be the subject of a condition, should consent be granted.

**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.

**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.

**CONCLUSION**

The vision for the ‘Village’ is to create a vibrant, mixed use, residential led neighbourhood enhanced by workspace for creative industries together with spaces for enterprise, retail and cafes. It will be a neighbourhood that is not over reliant on one particular use type, but activated around the clock by a mix of users from residents, families, employees of both workspace and retail and visitors to the cultural venues which underpin the spirit of St John’s.
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 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 ultimately 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 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.

The impact of the development proposals at St Johns, of which the current application for The Village Phase 1 forms a part, would be experienced throughout the City Centre. Investment, visitors, activity (both pedestrian and vehicular), environmental change, economic growth, perceptions of Manchester and the provision of an iconic development would, it is expected, provide a start, along with the redevelopment of The Grande and the re-use of the Bonded Warehouse, to the longer term regeneration objectives of the area.

As such, the application which is the subject of this report is therefore recommended for approval, subject to the imposition of appropriate conditions.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning 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 109466/FO/2015/C1
Article 35 Declaration

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to address issues relating to noise, amenity, highway matters, design, and amenity. Initial concerns have been responded to, and details can be addressed in a satisfactory manner with the imposition of appropriate conditions.

Conditions

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:

7331-A-G100-XP-UG Rev 01
7331-A-G110-XP-UG Rev 01
7331-A-G000-XP-UG Rev 03
7331-A-G000-XE-E Rev 02
7331-A-G000-XE-N Rev 02
7331-A-G000-XE-S Rev 02
7331-A-G000-XE-W Rev 02
7331-A-G100-P-UG Rev 01
7331-A-G200-E-E1 Rev 04
7331-A-G200-E-E2 Rev 04
7331-A-G200-E-E3 Rev 04
7331-A-G200-E-E4 Rev 04
7331-A-G200-E-N1 Rev 04
7331-A-G200-E-N2 Rev 04
7331-A-G200-E-N3 Rev 04
7331-A-G200-E-S1 Rev 03
7331-A-G200-E-S2 Rev 04
7331-A-G200-E-S3 Rev 04
7331-A-G200-E-W1 Rev 04
7331-A-G200-E-W2 Rev 04
7331-A-G200-E-W3 Rev 04
7331-A-G200-E-W4 Rev 04
7331-A-G200-P-01 Rev 11
7331-A-G200-P-02 Rev 11
7331-A-G200-P-03 Rev 11
7331-A-G200-P-04 Rev 10

Village Phase 1 Public Realm Design Document Revision 01 prepared by Gillespies dated June 2015;


Statement of Community Consultation prepared by Deloitte Real Estate dated July 2015;


Archaeological Desk-Based Assessment prepared by Oxford Archaeology dated June 2015;

Drainage Strategy and Flood Risk Statement Revision B prepared by RoC dated 23 July 2015;

Energy Statement prepared by Crookes Walker Consulting dated July 2015;

Environmental Standards Statement Revision D prepared by Sustainable Assessments Limited dated 6 July 2015;

Transport Statement prepared by Vectos dated 10 July 2015;

Framework Travel Plan prepared by Vectos dated 10 July 2015;

Waste and Servicing Strategy prepared by Vectos dated 6 July 2015;

Ventilation Strategy Statement prepared by Crookes Walker Consulting dated July 2015;

Village Phase 1 Acoustic Planning Report Revision D prepared by Sandy Brown dated 21 July 2015;

Demolition Statement prepared by Coleman and Company;
Construction Management Statement prepared by Wates;
Ground Conditions Phase 1 Report prepared by RoC dated 19 June 2015;
Daylight / Sunlight Baseline Report prepared by Watts dated 24 June 2015;
Television Reception Survey Report prepared by Taylor Bros dated 29 June 2015;
Residential Management Strategy prepared by JLL (undated);
Ecology Assessment and Bat Survey prepared by ERAP dated July 2015; 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 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) The development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority.

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

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) No development shall take place unless and until full details of the design of Grape Street has been submitted to, and approved in writing by the City Council, as local planning authority. The details shall include design, materials, illumination, provision for disabled people, swept paths at the entrance to the car park, and the boundary treatment alongside Breeze Studio Gardens.
Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity and to ensure satisfactory arrangements for the use combined surface for vehicles and pedestrians is acceptable in the interests of highway and public safety, as specified in policies SP1 and DM1 of the Core Strategy.

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

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

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

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

9) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all Class A3 restaurant and cafe uses, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

10) The development hereby approved shall not commence unless and until a Construction Management Plan, has been submitted to and approved in writing by the City Council as local planning authority.

The Construction Management Plan shall include details of the following:

* Hours of site opening / operation

* A Site Waste Management Plan,

* Air Quality Plan;

*A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;

*The parking of vehicles of site operatives and visitors;
*Loading and unloading of plant and materials;

*Storage of plant and materials used in constructing the development;

*Construction and demolition methods to be used, including the use of cranes;

*The erection and maintenance of security hoarding;

*Measures to control the emission of dust and dirt during construction and;

*A scheme for recycling/disposing of waste resulting from demolition and construction works;

*Details of and position of any proposed cranes to be used on the site and any lighting;

*A detailed programme of the works and risk assessments;

*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.

*Details on the timing of construction of scaffolding,

*A Human Impact Management Plan,

*Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

The approved CMP shall be adhered to throughout the construction period.

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).

11) 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.

12) No development shall take place unless and until full details of the design of the upper level bridges which link buildings, has been submitted to, and approved in writing by the City Council, as local planning authority. The details shall include design, materials and illumination.
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, as specified in policies SP1 and DM1 of the Core Strategy.

13) No development shall take place unless and until full details of the design of the car park entrance from Grape Street, together with access management arrangements, has been submitted to, and approved in writing by the City Council, as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity and to ensure satisfactory arrangements for the use of the car park is acceptable, as specified in policies SP1 and DM1 of the Core Strategy.

14) No development shall take place unless and until full details of the design of the recesses of the infill panels in the external elevations has been submitted to, and approved in writing by the City Council, as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity, as specified in policies SP1 and DM1 of the Core Strategy.

15) The development hereby approved shall include a building lighting scheme 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 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. 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.

16) No development shall take place unless and until a strategy for the management of smokers has been submitted to, and approved in writing by, the City Council, as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby properties, and pedestrians, pursuant to policy DM1 (Development Management) of the Core Strategy.

17) Before the development is completed a signage design strategy for all of the commercial units, including retail, restaurants and cafes, and offices, 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).
18) The ground floor level commercial units shall not include the provision of external roller shutters.

Reason – For the avoidance of doubt, and to ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area, as specified in policies SP1 and DM1 of the Core Strategy.

19) Prior to the occupation of any residential unit, details of any proposed illumination for external areas and amenity spaces shall be submitted to, and approved in writing by the City Council, as local planning authority. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity and residential amenity, and to ensure that levels of illumination are acceptable, and glare and overspill are avoided, as specified in policies SP1 and DM1 of the Core Strategy.

20) Full details of all external seating areas shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor Class A3 restaurant and cafe uses to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation.

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

21) No part of any external seating area associated with Class A3 restaurant and cafe uses shall be used outside the approved opening hours for the use to which it is associated, and no amplified sound or any music shall be produced or played in any part of the site outside of the building.

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

22) Outside of the hours of opening of the premises, all tables, chairs and barriers shall be moved to the inside of the premises.

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

23) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.
Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

24) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

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

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

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

26) 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.

27) Prior to the commencement of each A3 restaurant and cafe use, full details shall be submitted showing provision of toilets, including those for disabled people, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

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

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

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

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.

30) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

31) 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.

32) No development shall take place unless and until a Residents Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, security, energy management, Janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

33) 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.

34) 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

35) 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 109466/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.

36) 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, 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

37) 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. The scheme shall include all retail uses, A3 restaurant and cafe uses, and office uses, and shall be fully implemented before any such use commences. The scheme shall ensure provision for internal ducting in risers that terminate at roof level.

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

38) All A1 retail units and A3 Restaurant and cafe uses shall only operate within the following hours:

7am to midnight, Monday to Saturday, and

7am to 11pm on Sundays

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

39) 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.

40) The ground floor commercial units shall only include seven Class A3 restaurant and cafe uses, as shown on drawing ref: 7331-A-F000-P-UG Rev 00, submitted by e-mail dated 28th September 2015, and date stamped 29th September 2015 by the City Council, as local planning authority.

Reason – For the avoidance of doubt, and to ensure that the details of the development are acceptable to the City Council as local planning authority, as specified in policies SP1 and DM1 of the Core Strategy.

41) Prior to any demolition or development excavations commencing the applicant or their agents or their successors in title shall secure the implementation and submission of a report on a programme of archaeological works. That programme of archaeological works should be undertaken in accordance with a Written Scheme of Investigation (WSI) which submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

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

   - an archaeological watching brief

   - (where merited by the watching brief) targeted open area excavation
2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds

- production of a final report on the significance of the archaeological, historical and architectural interest represented.

3. Provision for publication and dissemination of the analysis and report on the site investigation.

4. Provision for archive deposition of the report, finds and records of the site investigation.

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

Reason: In accordance with NPPF Policy 12, paragraphs 128, 129, 135, and particularly 141 - "to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part)" and "to make this evidence (and any archive generated) publicly accessible".

42) 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.

43) Public realm to include street furniture, planting, provision for disabled people, steps, boundary treatments, arrangement of materials, lighting, drainage and gradients has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, pursuant to Core Strategy Policy DM1.

44) No development shall take place unless and until a shop front design strategy, including the provision of level access at all thresholds, has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and meeting the needs of disabled people, pursuant to Core Strategy Policy DM1.

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

1. A site investigation scheme, based on the information already presented to provide additional information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters.

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

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters.

47) 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.

48) 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 of each individual unit, to which the scheme relates, is first brought into use.

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.

49) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Trinity Way, Regent Road, Water Street and New Quay Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

- **Bedrooms (night time - 23.00 - 07.00)**: 30 dB $L_{Aeq}$ (individual noise events should not normally exceed 45 dB $L_{Amax}$ by more than 15 times)
- **Living Rooms (daytime - 07.00 - 23.00)**: 35 dB $L_{Aeq}$
- **Gardens and terraces (daytime)**: 55 dB $L_{Aeq}$

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 42dB and 36dB, respectively.

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

50) Prior to the commencement of development, 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.

51) This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the nearby watercourse as stated on the planning application 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.

52) 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.
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: 109466/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:

Contaminated Land Section
Highway Services
Environmental Health
City Centre Regeneration
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Housing Strategy Division
Environment & Operations (Refuse & Sustainability)
Travel Change Team
United Utilities Water PLC
Canal & River Trust

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
Apartment 8, The Rope Works, 33 Little Peter Street, Manchester, M15 4QH

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