Application Number 109241/FO/2015/C1  Date of Appln 23rd Jul 2015
Committee Date 15th Oct 2015  Ward City Centre Ward

Proposal
Demolition of outbuildings, the adjoining former stables building and external fire escape (as shown on drawing ref. 901 PLS-03) to facilitate the conversion and refurbishment of the lower ground, upper ground and first floors of the Bonded Warehouse for the following uses: retail (Class A1), market (Class A1), restaurant (Class A3), bar (Class A4) offices (Class B1); and refurbishment of the second, third and fourth floors for continued office use (Class B1); along with the installation of roof plant with enclosure, minor external alterations to the building to facilitate new entrances, creation of three external lightwells to facilitate use of the lower ground floor, façade lighting, landscaping, cycle parking and associated works.

Location  Bonded Warehouse, Grape Street, Manchester, M3 3JE

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

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

Introduction and Site Description

The Bonded Warehouse and the adjacent stables are bounded by the Museum of Science and Industry (MOSI) to the south, the temporary Coronation Street Visitor Attraction to the east, car parking to the west and a former construction workshop building associated with Granada Studios productions to the north.

The Bonded Warehouse is not listed but has been identified as a non-designated heritage asset. It is six-storeys and was constructed in 1867, originally as a terminal for goods transported by train to and from Manchester. A railway line originally entered the building to allow goods to be securely stored. The ground and first floors and the third - fifth floors were used for storage, and the second floor was used as the main loading and unloading area. On this floor the trains passed through the building which required a tall floor to ceiling height. The lower ground floor includes a number of arches to the south which form part of the original railway viaduct. It is located within the Castlefield Conservation Area.

The building is vacant and was last used by ITV as offices and studios. It retains many original features. Access is mainly taken from the north façade between the lower and upper ground floors and further access is available on the southern elevation at first floor level. The adjacent stable building was originally designed as stables, stalls and harnessing rooms. In 1968 it was converted into an experimental theatre and formed part of the Granada Tours operation in the 1990s, hosting a replica of the ‘Rovers Return’ pub. This frontage remains in place today.
There a number of heritage assets within the vicinity of the site including:
Colonnaded Railway Viaduct (c.1870) – Grade II Listed; Manchester and Salford
Junction Canal Tunnel (1839) – Grade II Listed; Accumulator Tower (1880) – Non-
designated; Original Entrance and Admin Block (1955-6) – Non-designated; and,
Granada House (1960-1) – Non-designated. 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.

There is residential accommodation in the surrounding area mainly around Lower
Byrom Street at St John’s Gardens.

**Description of the Development**

The proposal involves the re-use of the main building, retaining and refurbishing the
office use on the upper floors with the introduction of retail, restaurant, bar uses and
office uses on the lower floors. The office space would offer flexible workspace which
could be sub-divided to suit modern occupiers.

The stables building, the single storey extension and fire escape stair on the west
façade would be demolished to help to express the Bonded Warehouse in its entirety
and allow better circulation and servicing movements around the building.

The development would incorporate new external lightwells with public access from
the north on the lower levels. Plant and storage would be created in the railway
arches on the lower ground floors and a new acoustic plant enclosure would be
created at roof level, predominantly within the existing well.

The core arrangements would be reconfigured and rationalise with the creation of a
triple height main office reception to Office Core 1 and a double height office
reception to Office Core 2 at Upper Ground Floor level.

Cycle storage and facilities would be spread across the lower ground and upper
ground floor levels. Refuse and recycling storage is provided for office use at first
floor level and on the lower ground floor for the retail/restaurant/bar. A goods lift is
provided for servicing and deliveries.

The access routes of Grape Street and Victoria Street would be maintained
throughout the construction period and would be used once the development is
completed and operational.

Changes to the external appearance of the building have been minimised with
original features retained and the fabric renovated. Windows would be re-introduced
to bricked up openings to the east elevation. These would be designed to match the
existing crittall style windows. Existing windows and external doors would either be
refurbished or replaced to match the existing should they be beyond repair. The
original loading bay-style double doors on the northern elevation would be
refurbished and used as the main entrance. New double glazed units within existing
arched openings would be installed to the south elevation to maximise light penetration to the lower, upper and first floors.

**Environmental Impact Assessment**

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.

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**

**Publicity** – The application has been advertised in the Manchester Evening News as a major development, of public interest, affecting the settings of the Castlefield Conservation Area, and affecting the settings of listed buildings. Site notices have been displayed at the site.

Occupiers of nearby properties have been notified of the application. 6 letters of objection have been received raising issues listed below.

- Confirm how many spaces will be allocated within the temporary / Central Basement car park for Bonded Warehouse and how this allocation will operate.
- Insufficient parking is provided for the proposed mix of uses.
- How many disabled bays will be provided for users of Bonded Warehouse; what arrangements will be made for disabled access provision from the building to the temporary / Central Basement car park.
- Are the parking bay dimensions compliant with Manchester City Council minimum standards, including in respect of disabled bays and manoeuvrability into spaces.
- Provision of further detail regarding on-street / off-street visitor drop-off arrangements.
- Concern about the increased levels of traffic (worker, visitor and servicing) on completion of the development on Lower Byrom Street, in terms of noise, air quality and safety.
- It is recommended that the applicant considers introducing fast charging electric vehicle points as part of the overall transport strategy.
• Water Street and Grape Street should provide the main vehicular access points into the development; the full linkage to Water Street is not shown in the application drawings.
• Concern that the creation of two new vehicular access points from Lower Byrom Street is excessive and will lead to congestion.
• Concern that the estate will comprise of private roads that could be closed at any time.
• Pedestrian access into and around the development should be clearly explained. How will clients access the building?
• Clear explanation as to how the site-wide access and servicing strategy will operate.
• Confirmation of the refuse management provisions for the proposed development.
• Funding for the proposed extension of the Metroshuttle route and consideration of delay to timetable.
• Confirmation that the existing Metroshuttle stop will remain in situ.
• The travel plan should include a marketing and communications strategy; handover arrangements; and, budget / resources.
• Further detail on existing cycle routes in the area should be provided.
• Explanation as to how cyclists will access the cycle storage, shower and changing facilities on the first floor of the building, including movement within the stairwells and lifts.
• Separate servicing and pedestrian routes to avoid potential safety issues.
• Confirmation of the size of vehicle that has been tracked for the purposes of the servicing strategy and swept-path analysis and that this is the largest vehicle expected to service the building.
• 42 service deliveries are expected per day for the proposed retail units; confirmation that this will not result in an unacceptable impact on the local highway network and how these will be managed.
• Explanation as to how the Victoria Street / Great Western Alley will be designed to provide a high quality public realm, whilst also operating as a service route and bin storage area.
• Request for details of the loading/unloading and drop off locations for servicing vehicles.
• A condition requiring a servicing management strategy and schedule, to be submitted pre-occupation of the development, is proposed by Manchester City Council Highways.
• Concern about increased levels of traffic on Lower Byrom Street and the associated impacts on residential amenity, including noise, air quality and light pollution.
• Restrictions should be placed on plant noise; plant noise may adversely impact upon residential areas particularly at night-time.
• Acoustic testing should be carried out at night-time.
• Concern that MOSI has not been considered as a noise sensitive receptor within the acoustic work.
• Confirmation is sought that existing events and tours associated with The Continuum Group’s Coronation Street: The Tour visitor attraction will not be operational during demolition, construction and operation of the proposals.
• Confirmation as to the allocation of units at lower floors within the different use classes applied for, i.e. how many units are proposed to be A1 (retail), A3 (restaurant and café), A4 (bar) and / or B1 (office).
• Concern that the scale of development is not in keeping with the proposals presented at the public consultation, which were for a village for artisans.
• Demand for new retail floorspace in Manchester City Centre.
• Further detail will be required in relation to the design of the retail shopfronts and units, as well as signage and way-finding for the building.
• Restrictions should be placed on signage and lighting so that they do not impact on residential amenity.
• A designated external smoking area should be provided for users of the building.
• The proposed demolition of the Stables structure is a concern; it is considered an important part of the complex and evolution of the site.
• The Heritage Statement notes the existence of the Grade II Railway Colonnade but fails to make an impact assessment in relation to it.
• Concern that the detail of the proposed linkages between the site and MOSI has not yet been agreed and therefore these should not be included within the application.
• Details of how the public realm space will be managed and an explanation of terminology utilised.
• Further detail of public realm will be required, including street lighting and drain covers.
• The proposals should protect the line of the canal from development in order to future proof it for potential restoration.
• 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.
• Objection to proposed removal of the wall around St. John’s Gardens as it forms an important element of the Castlefield Conservation Area.
• Is any land forming part of the St. John’s residential development on Lower Byrom Street required to deliver the 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 west side of the site should be opened up to the public.
• A requirement to consult with Network Rail’s Asset Protection Engineer in relation to the use of any vibro-compaction and / or piling machinery.
• Concern about the use of Lower Byrom Street for construction traffic.
• Concern about the potential closure of Water Street during construction.
• Confirmation that the existing Metroshuttle stop in Lower Byrom Street 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.
• There should be a restriction on demolition and construction times.
• A detailed construction management plan with phasing and quantification of vehicular activity (taking account of later phases) will be required.
• Application process
• Suggestion that the application should be supported by an Environmental Impact Assessment (EIA).

The comments received are considered in detail later in this report.

**Highway Services** – It is accepted that most workers are expected to use public transport or find parking spaces outside of the St John’s area. Vehicular access into the site is to be via an existing gated access that runs from Lower Byrom Street. The entrance will be opened up to allow service vehicles to access the southern elevation of the Bonded Warehouse. The new access will require an extended dropped crossing, tactile paving and the potential removal of services / bollards. All of the works required to achieve the new / widened access and TRO amendments should be undertaken via a S278 agreement, to be funded by the applicant. It is recommended that a condition is attached to any planning consent to ensure that the service access route from Lower Byrom Street is complete prior to occupation. It is recommended that servicing takes place outside of peak hours and during non-event times to reduce congestion on the highway network.

**Environmental Health** – recommend that the following conditions are attached to any approval controlling: Construction Management; Deliveries; Fumes Vapours and Odours; Hours of operation; Acoustic attenuation and insulation; and Refuse storage, disposal and recycling.

**Neighbourhood Team Leader (Arboriculture)** – No Comments received

**Contaminated Land Section** – No comments received

**United Utilities Water PLC** – No comments received

**Historic England (HE)** – The proposed conversion of the warehouse will have little impact on the external appearance of the building and is acceptable. The stables and lean-to structures plays a part in informing the overall understanding of the historic evolution of this part of Manchester. The structures are however heavily compromised by later alterations and very little remains of the original structure. The justification for their demolition is relatively weak as part of this particular proposal and needs to be read in the wider context of the Masterplan for St Johns quarter. The proposal includes a roof top plant set between the eaves of the warehouse. It would have been preferable if the plant room had been further set down between the eaves to avoid any visual impact from surrounding buildings. However, the scale and mass of the warehouse building prevents any visual impact from street level and we consider the proposal acceptable. HE find the application acceptable and do not wish to object to the proposal, which from a heritage point of view will reuse the warehouse building in a sensitive way.

**Environment Agency** – No comments received.

**Transport For Greater Manchester** – Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation and therefore it is encouraging to note that the application is accompanied by a Framework Travel Plan. Whilst a wider umbrella Travel Plan for the St Johns site will be produced with overall objectives for the whole site, each individual occupier of the
Bonded Warehouse will need to produce a Travel Plan aligned with the site objectives. Should Manchester City Council be minded to approve this application, it is suggested that the development, submission, implementation and monitoring of Full Travel Plans be attached as conditions of any planning consent.

**Natural England** – No comments received.

**Greater Manchester Ecology Unit** – No comments received.

**Manchester Airport (Aerodrome Safeguarding)** – No comments received.

**Manchester Conservation Areas and Historic Buildings Panel** – The Panel commended the applicant for the consideration they had given to the building conversion considering it is not listed and welcomed the proposals. However, there was concern over the loss of the attached stables which they felt was an important part of the complex and evolution of the site. The panel asked if consideration could be given to retaining and converting the stables as part of the proposals. The Panel felt that the design was very clear and coherent but was surprised that the building had been overlooked for listing.

**Issues**

**National Policy**

**The National Planning Policy Framework (NPPF)** – The 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. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

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

The proposed development is considered to be consistent with the following sections of the NPPF:

**Section 1 - Building a strong and competitive economy** The proposals would deliver new office accommodation within a St John’s and close to Spinningfields, which is identified in the Core Strategy as having a primary focus for employment growth in B1 office use. The site is in a sustainable location with easy access by foot to a range of services and facilities and has excellent access to all means of public transport. The scheme would create employment during construction along with permanent employment from the proposed offices and associated uses.

**Section 2 Ensuring the Vitality of Town Centres**, - the proposal would refurbish a vacant non designated heritage asset.
Section 4 Promoting Sustainable Transport – The site can easily be accessed by sustainable transport methods, being close to: Salford Central and Deansgate Train Stations; the free bus route; Deansgate/Castlefield Metrolink station; and, bus stops on Deansgate. The site is also easily accessible by walking and cycling.

Section 7 Requiring Good Design - The scheme has been the subject of significant design consideration, consultation and evolution. The building would be refurbished to a high standard, both internally and externally.

Section 8 Promoting healthy communities – The creation of activity at street level would help to integrate the site more fully into the surrounding area. It would increase levels of natural surveillance. The proposals have been the subject of consultation and collaboration which has informed the evolution of the scheme.

Section 10 Meeting the challenge of climate change, flooding and coastal change – The application site is in the City Centre and is therefore in a highly sustainable location. The application includes a BREEAM Assessment and Sustainability Report, and the proposal is aiming to achieve an ‘Excellent’ BREEAM accreditation.

Section 11 Conserving and enhancing the natural environment – The application includes a Geo-environmental desk study, in relation to dealing with the presence of contaminated land, and an Ecological Assessment.

Section 12 Conserving and enhancing the historic environment – This sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Any harm caused to a heritage asset has to be justified in terms of the social and economic benefits of the proposal.

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.

Paragraph 132 advises 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.

The applicant has submitted sufficient and detailed information which demonstrates that the scheme has been designed to complement and respect the character and appearance of the nearby heritage assets and it is considered that the proposed works are in general accordance with the requirements of the NPPF. The impact on the settings of the listed buildings and the conservation areas is considered in detail later in this report.
Relevant Local Policies

**Adopted Core Strategy** – The proposal is consistent with the Adopted Core Strategy for the City of Manchester, specifically the following policies:

**SO1. Spatial Principles** – This development would be in a highly accessible location and reduce the need to travel by private car.

**SO2. Economy** – The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible City Centre location.

**S05. Transport** – This development would be in a highly accessible location and thereby help to reduce the need to travel by private car and make the most effective use of existing public transport facilities.

**S06. Environment** – the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality;
- improve recreational opportunities; and

The development would ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

**Policy SP 1 (Spatial Principles)** – the development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre. It would complement Spinningfields, be accessible by all forms of sustainable transport and therefore maximise the potential of the City’s transport infrastructure. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; helping to create a well designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

**Policy EC1 – Land for Employment and Economic Development** – The proposals would support the City’s economic performance by developing a highly accessible site within a key location for employment growth. It would create high quality office and commercial space and ensure that a non-designated heritage asset in a conservation area can contribute fully to economic growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The application site is well connected to existing transport infrastructure and as such the development would help to encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create new jobs during the construction phase and when in operation.
Policy EC3 The Regional Centre – The development would be in an appropriate location within the Regional Centre which has excellent sustainable transport facilities. The refurbishment of the building would not undermine delivery of employment space elsewhere within the City Centre.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe).- The proposals would allow for the refurbishment and conversion of Bonded Warehouse and provide more attractive floorspace within a priority regeneration area. In addition, other commercial uses would be included within units on the lower levels that would create a true mixed-use building and contribute to the wider ambitions of St John’s and a strong city centre economy. The scheme would allow for a valuable non-designated heritage asset in a conservation area to be better utilised.

Policy CC5 – Transport – The proposal would contribute to improving air quality, as it is accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and would maximise the efficient use of land.

Policy CC7 Mixed Use Development – The proposal would create an active ground floor.

Policy CC8 Change and Renewal – The proposal would be a large scale scheme within an approved development framework, which would make a significant contribution to the City Centre’s role in terms of employment and retail growth and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The development would be of a high quality design. It would have an impact on the settings of nearby listed buildings and conservation areas. This is discussed in more detail later in the report.

The works involve the demolition of the stables adjacent to the Bonded Warehouse along with a lean-to which would result in a minor adverse impact. However, it is considered that this adverse impact would be outweighed by the substantial beneficial impact of the scheme which would ensure the long-term viable use of the building, safeguarding its future and enhancing its contribution to the historic environment.

Policy CC10 A Place for Everyone – The proposals would complement the ongoing wider regeneration of the City. It would respect all pedestrian linkages set out in the approved St Johns Masterplan and help to integrate it into the wider neighbourhood. It would be fully accessible.

Policy T1 Sustainable Transport – The proposed development would encourage modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

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 would create high quality office and commercial provision within the Bonded Warehouse in a manner that respects the building’s heritage value and the Castlefield Conservation Area. Ground floor retail units would increase activity at street-level. The Bonded Warehouse forms part of Phase 1 of the St John’s Masterplan.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings and the adjacent conservation areas. This is discussed in more detail later in the report. The proposal requires the alteration of internal floor layouts, demolition of adjacent structures to facilitate access, insertion of rooftop plant, creation of three light wells to the north side and repair and refurbishment of the external features of the building. These works involve the demolition of the adjacent Bonded Warehouse stables and lean-to which would result in a minor adverse impact.

However, it is considered that this adverse impact would be outweighed by the substantial beneficial impact of the scheme which would ensure the long-term viable use of the building, safeguarding its future and enhancing its contribution to the historic environment and the proposals are in keeping with local and national policy.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - A Sustainability Statement has been submitted in support of the application which sets out the planned energy reduction measures for the proposed development.

Policy EN 8 - Adaptation to Climate Change - The application is supported by a BREEAM Assessment and Sustainability Report, which identifies measures that will ensure that the development would reach a target rating of “Excellent”.

EN15 Biodiversity and Geological Conservation – The Ecology Report submitted with the application concludes that redevelopment at the site would provide an opportunity to secure ecological enhancement for bats and peregrine falcons.

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 – An assessment of the site’s ground and groundwater conditions has been conducted, including an assessment of the effects of the construction and operation of the proposed development. The assessment shows it would be unlikely that the site would cause contamination to surface watercourses and it is considered that the impact of the development on water quality can be controlled through an appropriate condition.

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 and, as under Policy EN17 above, it is considered that the impact of the development can be controlled through an appropriate condition.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy. The application is supported by a Waste Management Strategy
which sets out the arrangement for collection of general and recyclable waste within
the building. The Sustainability Statement sets out the principles that a main
contractor for the construction phase would have to adhere to including minimising
construction waste through recycling materials.

Policy DM 1 - 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.

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

Policy DM2 Aerodrome Safeguarding – The application has been considered from an
aerodrome safeguarding aspect and does not conflict with any safeguarding criteria.

Saved Policies of the Unitary Development Plan

DC18.1 Conservation Areas – It is considered that the proposal would maintain the
character and appearance of the conservation area. This is discussed in more detail
later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would have an impact on
the settings of the nearby listed buildings. This is discussed in more detail later in the
report.

Policy DC20 Archaeology – An archaeological desk based assessment has been
carried out for the site and it is considered that the development would not have an
impact on any potentially significant remains on the site.
DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Manchester City Centre Strategic Plan- The Manchester City Centre Strategic Plan (published in 2009) 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 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 proposed development would be in keeping with these objectives.

St John’s Strategic Regeneration Framework (SRF)

The site falls within the St John’s Strategic Regeneration Framework (SRF) area. St Johns is a 13 acre site comprised of the former ITV Granada Studios site and land around the River Irwell and presents a critical mass of land, available to deliver comprehensive redevelopment. The Framework was adopted by Manchester City Council’s Executive in February 2015 and aims to deliver a residential-led mixed-use, sustainable City Centre neighbourhood which is accessible, has a distinctive sense of place and offers life and vitality.

The SRF sets out a vision for the regeneration of St John’s, together with a series of development principles, which are flexible to ensure that development can respond to opportunities in the market place as they arise.

The SRF proposes the refurbishment and repositioning of the Bonded Warehouse as a workspace building and states that it could be aimed at the TMT and creative sectors and recognised as the place within Manchester for enterprise, creativity and innovative working, with a variety of different spaces to suit collaborative working, start-ups, established businesses and larger organisations.

Spinningfields

Spinningfields is located directly to the north of the site and is home to a number of high profile companies. The last two major projects at Spinningfields are now underway at the XYZ building and 1 Spinningfields.

Spinningfields has been a key location in the growth of the City Centre and regional economy and is now established as a world class office destination for financial and professional services and a wider mix of uses including civic, residential, hotel, leisure and retail space.
Spinningfields is an award winning mixed-use development accommodating global businesses, fine eateries, luxury bars and high-end retailers in an architecturally impressive space. The proposal would complement the wider regeneration of the City including Spinningfields.

**Castlefield**

Castlefield is one of Manchester City Centre’s most well established residential areas. The area predominately includes converted apartments with some new build developments and attracts a wide range of professionals both as owner occupiers and renters who typically work and socialise within the City Centre.

Castlefield is home to the Museum of Science and Industry (MOSI) which is one of Manchester’s premier tourist attractions. MOSI is located adjacent to the Bonded Warehouse to the south and attracted 830,000 visitors in 2011/2012.

A key aspiration for St John’s as a whole is to improve permeability between Castlefield and St John’s to create greater connectivity to a previously closed off and segregated 13 acre area of Manchester City Centre. The re-use of Bonded Warehouse could provide a focal point of activity and deliver an important first phase of the St John’s Masterplan.

**Conservation Area Declarations**

**Castlefield Conservation Area**

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 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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.

The schemes contribution to regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has had a considerable amount of success in terms of regenerating the City Centre. Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter and Castlefield are all good examples of this. This is an on-going process and the St Johns area has been identified as a key regeneration priority as part of the next economic cycle. Manchester City Centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success. Given this, it is essential for the City Centre to continue to meet occupier requirements in terms of good quality office and housing provision. St John’s has a key role to play in the regeneration process and it is envisaged that it will deliver a quantum of high quality residential and commercial floorspace that will transform the area. St John’s should be an attractive place to live, work and play in light of its close proximity to the City Centre and other key regeneration areas including Castlefield and Spinningfields.

This proposal would continue the process of regeneration and integration by bringing forward a site that provides poor quality out of date office space. It would deliver a high quality office building on a key City Centre site and would create economic regeneration within this area. The Bonded Warehouse would provide flexible office accommodation that would appeal to a wide range of potential occupiers including
start-up businesses and companies within the TMT industry which is a growing sector within the Manchester economy. It would bring high quality jobs to the area with the office element providing between 440 and 950 full time jobs.

The inclusion of retail, restaurant or bar uses within the lower ground, upper ground and first floors, would contribute towards creating a truly mixed-use building with active frontages and could provide up to 350 jobs.

It would complement and build upon Manchester City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 1 and 2 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC7, CC8, CC10, EN1 and DM1.

Impact upon Heritage Assets

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 Marriott Hotel, on Water Street.

A Heritage Statement has been submitted in support of the planning application to accord with the requirements of National Planning Policy Framework paragraph 128, to describe the significance of the affected heritage assets and the consequent impact of the proposed development. The Heritage Statement appraises the architectural and historic interest of the former stable block. The stable block to the east side of the Bonded Warehouse is considered to be non-designated heritage assets, due to its group value with the Bonded Warehouse and communal heritage value. However, due to the substantial alterations to the stable block, its architectural and historic interest is low. It is proposed to demolish the stable block to allow for enhanced access into the Bonded Warehouse and to enhance permeability with the surrounding site. This will also enable the Bonded Warehouse to be expressed in its entirety as part of the Masterplan. The demolition of the stable block will result in a minor adverse impact.

However, it is considered that this adverse impact will be outweighed by the substantial beneficial impacts of the scheme, which will ensure the long-term viable use of the building, safeguarding its significance and enhancing its contribution to the historic environment in accordance with Paragraph 131 of the National Planning Policy Framework and Policy EN3 of the Manchester Core Strategy. in accordance with Paragraph 141 of the National Planning Policy Framework, a record of the stable block will be made, prior to demolition, in order to advance understanding of the structure.

The Heritage Statement notes the existence of the Grade II Railway Colonnade but does not make an impact assessment in relation to it the nature of the proposals for the Bonded Warehouse, which largely includes internal alterations and conservation of the exterior elevations, there would not be any adverse impact on the setting of adjacent Listed Buildings. Given the limited external alterations to the building, a
detailed impact assessment was not undertaken. It is considered that the Heritage Statement is proportionate to the proposals.

To retain the character of the existing fourth floor space within the Bonded Warehouse, i.e. exposed trusses open to the eaves, it is proposed to build a new plant deck in the existing well between the two pitches. The deck is positioned at a level to enable a reasonable working width for the positioning and future refurbishment/replacement of the plant units. The height of the units necessitate a plant screen to be provided around all four sides of the deck to obscure the view of the plant from below and the surroundings, following feedback from Historic England at the pre-application stage. The Heritage Statement notes the minor adverse impact of the new roof top plans in that the proposals will make a small difference to the ability to understand and appreciate the heritage values of the building. However, the plant screens have been designed sensitively and will comprise of light grey metallic acoustic louvres, the top of which will be level with the concealed roof plant units. The louvres will enclose the plant on all four sides, ensuring a clean profile of the building is maintained.

It is considered that the proposals to the Bonded Warehouse would have a substantial beneficial impact on the character and appearance of the Castlefield Conservation Area, owing to the enhancement of its appearance and securing long-term viable uses for it.

Archaeology

An Archaeological Desk-Based Assessment has been prepared by Oxford Archaeology and submitted in support of this application.

The assessment sets out that three heritage assets were found within the site area, including the Bonded Warehouse. The other two are an animal trans-shipment station and an eighteenth century field boundary; however, the report considers that these will almost certainly have been destroyed in their entirety during the construction of the Bonded Warehouse in the late 1860s. Therefore, there is little chance that buried remains of archaeological interest will have survived in-situ within the boundary of the site area. In addition, it is considered that the conversion of the building is unlikely to have any impact on the below-ground archaeological resource.

The report considers that the Bonded Warehouse is of borough/regional importance. The exterior appears to have been unaltered, retaining original doors and windows, and whilst the basement and ground floors of the building are known to have been subject to modern alterations, it is probable that the upper floors retain original features, fixtures and fittings. The report recommends that these would merit recording via a programme of archaeological building investigation prior to development.

Transport and parking

A Transport Statement highlights accessibility by a wide range of public transport methods including bus, Metrolink and train. In addition, the proposals include the provision of 74 no. cycle parking spaces for visitors and occupiers along with lockers, showers and a drying room.
In the short term, during the construction period of the development, temporary parking provision would be available close to the site.

In the long term, the St John’s Masterplan proposes a main underground car park providing 756 spaces. The proposal is in a sustainable location and the transport measures would enhance the sustainable transport outcomes for its occupiers and visitors.

The Transport Statement concludes that the proposal does not adversely affect the operation of the highway or transport network.

An Umbrella Travel Plan Framework is being prepared to support the transport strategy for the St John’s development. However, a Travel Plan Framework has been prepared specifically to support this application. A full Travel Plan would be prepared by the occupiers and submitted for agreement within 6 months of occupation of the development.

Given the above, it is considered that the proposal would be consistent with Sections 1 and 4 of the NPPF and Core Strategy Policies SO1, SO5, SP1, EC1, EC3, CC5, CC8, CC10, T1, T2 and DM1.

Servicing

A gated service access runs from Lower Byrom Street between the Museum of Science and Industry (MOSI) and the adjacent Coronation Street set along the former railway lines provides access through the Bonded Warehouse. This permits service vehicles to access the southern elevation of the Bonded Warehouse where a service access goods lift and bin stores are located. Refuse and service vehicles would be able to turn around and leave in a forward gear.

Refuse Management

Dedicated storage areas would be provided on each office floor providing facilities for recycling and general waste. There is also an area for cardboard and paper baling, and storage. There would be a requirement for approximately 3 collections per week for waste associated with the office floors. Two separate office refuse stores are provided at first floor level and at lower ground level. Facilities for the retail/restaurant uses would be located at lower ground floors level, providing for waste and recycling.

The building management team would be responsible for transferring the retail and office waste containers to the pick-up point at the service entrance on the south access route. Secure entry to the first floor commercial waste storage areas may be provided to collection contractors to directly access and empty any additional containers. The waste collections would be private and co-ordinated by Building Management.

Phasing and Construction

A Phasing and Construction Strategy has been submitted in support of this planning application. The site forms part of Phase 1 of the delivery of the St John’s Masterplan. This includes the phased demolition, alteration and construction of a
number of individual plots. The intention is to create and then to retain as much animation and amenity as possible within the early phases whilst the demolition and construction process of later phases takes place.

This development at Bonded Warehouse and the Village Phase 1, also on this agenda are intended to be constructed concurrently so that access and egress by public and vehicles can be undertaken from Lower Byrom Street. Later phases such as the proposed cultural facility and residential development adjoining Bonded Warehouse are proposed to be accessed and serviced from Water Street and across the main core of the former ITV site.

The duration of the construction programme would be around 18 months based on standard construction working hours of 7.30am to 6pm Monday to Friday and 8.30am – 2pm Saturdays. Outside of those core hours, work would be agreed in advance with the City Council and neighbours will be notified.

Crime and security

A Crime Impact Statement has been prepared by Greater Manchester Police who welcome the re-use of the building and the increased activity, footfall and surveillance that the proposal is likely to bring to the area. Given this, it is considered that the proposals are acceptable in terms of crime and disorder and are consistent with section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy, and the Community Safety and Crime Prevention Principle of the Guide to Development in Manchester SPD.

Noise

An environmental noise survey has been carried out to establish background noise levels and plant noise limits have been set at the most affected nearby sensitive premises. External noise limits for operational noise egress from the premises have been set on this basis.

An assessment of noise transfer from the lower floor units to the any first or second floor offices, and internal noise limits for operational noise in the lower floor units have been set. The limits are would only allow restaurant/cafe (with low background music) or office use. They are not suitable for high levels of amplified sound (e.g., DJs or live music). If it is considered necessary to increase the limits to allow greater flexibility of use, the airborne sound insulation of the separating floor and facade would need to be improved.

The Acoustic Report includes an assessment of the impact on MOSI as a noise sensitive receptor during the day. Based on the existing background noise levels in the vicinity of the site and surrounding noise sensitive premises, external noise limits for operational noise egress have been set in accordance with Manchester City Council’s requirements.

Flood Risk and Drainage

The site falls within Flood Zone 1 and therefore is considered to be a low risk of pluvial flooding up to and including the 1 in 1,000 year storm event. The site also falls within a Critical Drainage Zone.
Alternative forms of flooding occur typically from overland flows, fluvial flooding or from sewers within the vicinity of the development which are operating in excess of their available capacity. This can be mitigated through the development of a site levels strategy that conveys any surface water away from the building. Subsequently, the risk of fluvial flooding is considered to be low.

With regard to drainage the proposed development for Bonded Warehouse will retain use of the existing structure of the building which is positively drained into the onsite private drainage network before connecting into the adopted drainage network.

With regard to drainage of surface water as part of the wider St John’s development drainage would be incorporated into the wider network. There are currently two proposals for achieve this, which are yet to be agreed:

Discharge to the Sewer Network

Discharge to the River Irwell

The preferred option is to discharge into the River Irwell as it is unlikely that there will be a requirement to restrict the flows of water which would be a requirement for discharging into the sewer network. The foul water discharge process will remain the same as existing and connect directly with the adopted sewer network.

Ground contamination

A Phase 1 Desktop Study has been completed for the entire St John’s Masterplan area. The Bonded Warehouse does not appear to have been subject to any significant modifications or alterations and given that it is to be retained in its current configuration and refurbished, it is unlikely that soil or ground water contamination would pose a risk to the proposed development, owing to the fact that the structures and site are to be retained with limited new build or below ground excavation works required. However, given the site’s industrial heritage, a residual risk of localised contamination hotspots will be present underneath the site and it will be necessary to investigate soil quality across areas where new structures are required (e.g. new foundations, light wells, drainage and service runs) to establish associated geo-environmental risks. It is not considered that the site is at risk from ground gas ingress, owing to an absence of any areas of deep fill or within close proximity to the site.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Sustainability

A Sustainability Strategy Statement has been prepared by Crookes Walker Consulting and is submitted as part of this application.

The document addresses the sustainability aspirations of planning policy within Manchester and appraises how the scheme performances against key sustainable elements. The building will be modelled with accredited software packages to determine the optimum energy efficiency strategy including layout and solar
performance of the building given the constraints that its current orientation and massing provides.

This exercise will then review the above against varying servicing strategies to establish the optimum strategy to minimise on-site energy demand and carbon emissions of the development and promote sustainability and a high quality local environment.

The report includes a number of energy efficient measures that this will be adopted as part of the scheme. These include thermal insulation application of the roof construction, heat recovery ventilation and water source heat pumps for heating and cooling amongst others.

The scheme has also considered a number of low and zero carbon technologies including air source heat pumps and ground / water source heat pumps with those which are feasible to be considered and assessed against viability criteria through the design development.

Ecology

An Ecological Report sets out that the site contains common and widespread plant species, none of which are of significant interest in terms of their plant species composition. No signs of roosting bats were detected. The habitats surrounding the site are of poor quality for foraging and commuting bats and therefore it is considered that the presence of bats may be reasonably discounted.

The building is suitable for nesting birds and recommendations for the protection of nesting birds have been made within the report. No other protected species have been detected. In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

The energy efficiency requirements and deep plan form of the development require that the office and retail units are provided with mechanical ventilation systems to provide adequate fresh air to the occupants. Air handling units will therefore be located at roof level. These systems will be balanced supply and extract type systems with high efficiency heat recovery and will be served from 2 no. centralised air handling units.

Given the above, it is considered that the proposal would be consistent with Sections 8, 10 and 11 of the NPPF and Core Strategy Policies S06, SP1, T1, T2, EN2, EN8, EN16 and DM1.

Full access and Inclusive Design

The development has been designed to have level access from the street into the ground floor areas with lifts providing direct access to all levels of the building. A minimum of 5 per cent of car parking spaces would be suitable for use by disabled persons. The measures proposed to relay the passageway, provide ambulant accessible steps and move the western pair of listed bollards would improve accessibility to and through the passageway.
The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Response to Consultations and Neighbours comments

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

- Insufficient parking is provided for the proposed mix of uses.
- Concern about the increased levels of traffic (worker, visitor and servicing) on completion of the development on Lower Byrom Street, in terms of noise, air quality and safety.
- It is recommended that the applicant considers introducing fast charging electric vehicle points as part of the overall transport strategy.
- Water Street and Grape Street should provide the main vehicular access points into the development; the full linkage to Water Street is not shown in the application drawings.
- Concern that the creation of two new vehicular access points from Lower Byrom Street is excessive and will lead to congestion.
- Concern that the estate will comprise of private roads that could be closed at any time.
- Pedestrian access into and around the development should be clearly explained. How will clients access the building?
- Clear explanation as to how the site-wide access and servicing strategy will operate.
- Separate servicing and pedestrian routes to avoid potential safety issues.
- Confirmation of the size of vehicle that has been tracked for the purposes of the servicing strategy and swept-path analysis and that this is the largest vehicle expected to service the building.
- 42 service deliveries are expected per day for the proposed retail units; confirmation that this will not result in an unacceptable impact on the local highway network and how these will be managed.
- Explanation as to how the Victoria Street / Great Western Alley will be designed to provide a high quality public realm, whilst also operating as a service route and bin storage area.
- Request for details of the loading/unloading and drop off locations for servicing vehicles.
- Concern about the use of Lower Byrom Street for construction traffic.
• Concern about the potential closure of Water Street during construction.
• Are the parking bay dimensions compliant with Manchester City Council minimum standards, including in respect of disabled bays and manoeuvrability into spaces.

These issues have been addressed elsewhere within this report and have been assessed by Highway Services.

*Confirm how many spaces will be allocated within the temporary / Central Basement car park for Bonded Warehouse and how this allocation will operate.*

In response, prior to redevelopment the St John’s site benefits from 132 parking spaces on the central ‘Timber Yard’ car park and a 258 space car park on Water Street, which are convenient for workers and visitors to Bonded Warehouse. At an early stage of development, demolition of buildings within the central area will enable an extension to the existing surface car park to the west of the Granada HQ Building to create a temporary car park of 343 spaces to replace the Timber Yard car park.

The parking regime is likely to be pay and display and permit/season ticket holders would display that within the windscreen. Patrols would be made to monitor compliance.

During construction of Manchester Grande, the temporary car park becomes a construction compound. At this time it would not be available to occupiers of the Bonded Warehouse or Village Phase One (should these developments be completed prior to completion of Manchester Grande). During construction of Village Phase 2, the temporary car park would not be available. In this scenario it is expected that the car parks located further south on Water Street (Sites C&D) would be available as the Ordsall Chord works would have completed. These car parks offer parking for 645 spaces.

There are around 2500 spaces available at Spinningfields, New Bailey Street and Great Northern NCP car parks.

The majority of persons parking in the Central Basement Car Park will secure a space by a permit or season ticket. Some spaces in the Central Basement Car Park would be allocated for specific end users.

The office and other workers at Bonded Warehouse will be able to secure a season ticket/parking permit at a cost. Given the nature of the car park and the likely pricing it is expected that demand will be limited to more senior staff. Other workers are more likely to arrive by foot, public transport or park in other car parks in the vicinity.

*How many disabled bays will be provided for users of Bonded Warehouse; what arrangements will be made for disabled access provision from the building to the temporary / Central Basement car park.*
In response, two disabled parking spaces would be provided on Grape Street, close to the main entrance Bonded Warehouse. The distance from these parking bays to the front entrance to the Bonded Warehouse will be less than 30m.

On-Street disabled parking bays are also available to the east and west of the Manchester Grande site. The spaces to the east can be accessed at grade passing in front of the building and then onto Grape Street to allow flush ground floor access to Bonded Warehouse. The spaces to the west can be accessed by the same route or more directly using an on street access platform to get up onto Grape Street and into the Bonded Warehouse.

The temporary car park to be provided as part of the Manchester Grande proposals will include 16 disabled bays, located to the north and eastern part of the car park.

Once the Masterplan is developed out, disabled parking will be provided within the Central Basement Car Park close to the lifts, which take users from the basement to ground floor level. The lift is located 30m from the front entrance to the Bonded Warehouse.

The Bonded has three at-grade commercial entrances and access lifts at each of these entrances to service the remaining floors in the building.

Provision of further detail regarding on-street / off-street visitor drop-off arrangements.

A condition is recommended.

Funding for the proposed extension of the Metroshuttle route and consideration of delay to timetable.

The St. John’s team are currently in dialogue with Manchester City Council and Transport for Greater Manchester to explore possibilities for amendments to the current route and service that would enhance access within and beyond the site.

Confirmation that the existing Metroshuttle stop will remain in situ.

In response, it is stated that it is not proposed to move or re-locate the existing Metroshuttle stop on Lower Byrom Street.

The travel plan should include a marketing and communications strategy; handover arrangements; and, budget / resources.

The Framework Travel Plan incorporates a Marketing and Communications strategy. There will be a site wide management company for the site. This company will also have the remit to implement the Travel Plan measures.

Further detail on existing cycle routes in the area should be provided.

There are a number of designated cycle routes within the surrounding area. As well as the cycle parking facilities provided within the proposed development, the St
Johns area will benefit from a high quality cycle environment. All the roads will be traffic calmed.

In addition to secure cycle parking for residents / workers, cycle parking will be provided at street level within Village Phase 1 and Manchester Grande and in the long term, throughout the St. John’s site. Parking is envisaged as being uncovered Sheffield type stands that provide for short term parking for visitors and people using the facilities and shops.

Explanation as to how cyclists will access the cycle storage, shower and changing facilities on the first floor of the building, including movement within the stairwells and lifts.

In response, it is stated that cycle storage is provided at lower ground floor level and is accessed from the south entrance and via the goods / service lift. Associated showers and changing facilities are situated on the lower ground and upper ground floor levels.

Cyclists would use the lifts to access the parking areas. The lobby area and lifts have been designed to allow cyclists to manoeuvre. It is not expected that cyclists would walk down the stairs with their bikes but they could do so if required.

A condition requiring a servicing management strategy and schedule, to be submitted pre-occupation of the development, is proposed by Manchester City Council Highways.

A condition is recommended.

Residential Amenity

Concern about increased levels of traffic on Lower Byrom Street and the associated impacts on residential amenity, including noise, air quality and light pollution.

The primary access and servicing route for St. John’s is proposed to be Water Street. The only premises that need to have some service and access along Lower Byrom Street are the Bonded Warehouse and the southern buildings of Village Phase One, which are accessed via Great Western Alley / Victoria Street (partially as a result of the change in levels).

The number of vehicles that are forecast to use Lower Byrom Street has been quantified. The busiest period for traffic is in the AM peak hour where there is an additional 23 vehicles (two way) using Lower Byrom Street.

In the Waste & Servicing Strategy a daily flow is forecast and also a peak demand in the busiest hour. That forecast was for Village Phase One to have six service vehicles in an hour, one of which may be a large rigid delivery lorry (+7.5t) and for the Bonded Warehouse to have five service vehicles in an hour, again with one large lorry. It is therefore forecast 23 two way car trips on Lower Byrom Street in the AM peak and 11 service vehicles trips of which two may be large rigid lorries.

Against this increase in traffic flow there has been a reduction in traffic, which has not been accounted due to the loss of the activity at Granada Studios when it was
operating. The number of car trips forecast are relatively modest and can be accommodated without causing any material impact on the local area.

It is suggested that operational servicing and deliveries occur during the daytime between 0700 hrs and 2300 hrs to minimise the risk of disturbance to nearby sensitive receptors.

No additional lighting is proposed along Lower Byrom Street.

**Confirmation of the refuse management provisions for the proposed development.**

A Waste Management Strategy has been submitted with the proposal and assessed elsewhere in this report.

*Restrictions should be placed on plant noise; plant noise may adversely impact upon residential areas particularly at night-time.*

Limits for plant noise egress have been set in accordance with City Council requirements. Suitable limits have been set outside nearby noise sensitive receptors (including nearby residential properties) for both daytime and night-time periods. Plant would be selected and designed to achieve these limits. Therefore, the impact on residents is expected to be negligible and conditions controlling noise are recommended to be imposed upon any permission granted.

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

This has also been assessed by the Head of Environmental Health and conditions controlling noise are recommended to be imposed upon any permission granted.

**Other Matters**

*The proposed demolition of the Stables structure is a concern; it is considered an important part of the complex and evolution of the site, and The Heritage Statement notes the existence of the Grade II Railway Colonnade but fails to make an impact assessment in relation to it.*

This is dealt with elsewhere in this report.

*Concern that MOSI has not been considered as a noise sensitive receptor within the acoustic work.*

The Acoustic Report reflects that MOSI has been considered within the assessments as a noise sensitive receptor during the day and has been assessed by the Head of Environmental Health.

*Confirmation is sought that existing events and tours associated with The Continuum Group’s Coronation Street: The Tour visitor attraction will not be operational during demolition, construction and operation of the proposals.*

Coronation Street: The Tour is a time limited, temporary visitor attraction that has Planning Permission to operate until 31 January 2016 (Ref. 106603/JO/2014/C1). All
activities associated with this visitor attraction will cease prior to commencement of development of the proposed development.

Confirmation as to the allocation of units at lower floors within the different use classes applied for, i.e. how many units are proposed to be A1 (retail), A3 (restaurant and café), A4 (bar) and / or B1 (office).

In response, it is stated that the inclusion of retail / restaurant / bar units on the lower three floors is a key element to the mixed-use agenda for the scheme. This will have a positive impact through creating active frontages at the base of the building and bringing more activity in general to the St John’s area. Such uses are considered appropriate within this City Centre context. The types of bars that would occupy the building would be carefully selected to fit within the proposals for the rest of the building and surrounding cultural uses within the area.

The submitted proposed plans show the shell of the building without sub-divisions; however, the Design and Access Statement provides two example layouts showing how the internal arrangement of the lower floors in particular could be sub-divided depending on the eventual occupiers that come forward.

Concern that the scale of development is not in keeping with the proposals presented at the public consultation, which were for a village for artisans.

The St Johns Framework highlighted the potential for the refurbishment of this important non-designated heritage asset as a new workspace building (aimed at TMT and creative sectors) with supporting food and drink uses. The building would include a range of uses, as presented at the public consultation event during June 2015. The upper floors would be exclusively office floors whilst the lower floors would have greater flexibility to be either office or retail led dependant on occupier interest. The retail uses would be positioned to support office occupiers of the Bonded Warehouse, as well as residents and workers within the wider St. John’s Masterplan.

Demand for new retail floorspace in Manchester City Centre.

The inclusion of retail, restaurant or bar uses within the lower ground, upper ground and first floors, whilst retaining the option to re-use the space for offices, will contribute towards creating a truly mixed-use building with active frontages. Occupiers would be actively managed to ensure a complementary mix of tenants and uses. These uses would provide for the office occupants of Bonded Warehouse and, as the development progresses, the wider St John’s area. The mixed-use credentials of Bonded Warehouse will be aligned with the overall ambitions for St John’s to be a new mixed-use and sustainable city-centre neighbourhood. The retail provision would serve the existing residents and workers in the area in the short term, but will also support those living and working in the various developments that come forward as part of the St John’s Masterplan.

Further detail will be required in relation to the design of the retail shopfronts and units, as well as signage and way-finding for the building.

A condition is recommended.
Restrictions should be placed on signage and lighting so that they do not impact on residential amenity.

All new external lighting shall be designed for the proposed building in accordance with relevant regulations. Functional lighting to the entire perimeter of the building will take the relevant guidance and Secured by Design recommendations into account. The spill of light to the surrounding area and sky shall also be minimised.

A designated external smoking area should be provided for users of the building.

In response, it is stated that two indicative areas could be designated as external smoking areas; one to the west at lower ground floor level off the core and one to the South by the service entrance.

Provision of these areas would achieve the main objective of discretely keeping smokers away from the main entrance frontage and public realm areas along the north and east sides of the Bonded Warehouse without having to walk lengthy routes to get there.

Cigarette bins would be provided in each area.

Both proposed areas would need to be reviewed as the detailed design of the Factory theatre is developed.

Concern that the detail of the proposed linkages between the site and MOSI has not yet been agreed and therefore these should not be included within the application.

The St. John’s Framework aims to future proof the opportunity to create a new connection and point of entry to the Museum of Science and Industry from within the site. This would also provide the opportunity to open up the permeability in the north-south direction across the site.” The proposals for the Village Phase One identified opportunities for these linkages. The layouts allow for these connections to be made in future although, clearly, actual physical connections/linkages into the MOSI site can only be made with the full agreement of the Museum.

Details of how the public realm space will be managed and an explanation of terminology utilised.

The proposed arrangements for management of the public realm within the scheme are provided within the Bonded Warehouse Public Realm Document. As the design detail develops a fully scheduled maintenance programme will be developed and agreed with Manchester City Council.

Key operations likely to be covered and that are central to the perception of a well-cared for public realm are: maintenance and repair of the public realm fabric promptly replacing any items that are damaged or worn out; regular litter picking and cleansing; soft landscape maintenance and long term management as the landscape matures; and, a strategy for evaluating the maintenance programme and adapting it as necessary.

Management and maintenance requirements will be divided into privately owned, publicly owned and adopted spaces. The non-public/adopted spaces will be
managed by Allied London and a management company to be appointed by them, in the same manner as they have managed the highly successful Spinningfields’ estate.

In relation to terminology, the following explanations are provided:

*Laminates* – this concept refers to the site being made up of many layers of rich history, including its industrial past and in more recent years its use as a television studios; this history has informed the development of site-wide landscaping strategy, which includes multi levels from street level, to overhead elements, to sky gardens, that create texture, interest and activity.

*Managed public space* – this refers to the fact that the new public spaces to be delivered across the site will be carefully managed and cared for by the applicant to ensure their continued enjoyment.

*Pop ups* – this refers to temporary, small-scale uses that may be used from time-to-time to support events or activities and to create interest, for example this could be markets or a food operator.

*Other associated works* – this refers to any additional infrastructure or enabling works that might be required to deliver the development as described fully within the plans.

The proposals are supported by a Crime Impact Statement, which considers the security elements of the public realm and makes a number of recommendations in relation to layout and planting that will be taken forward in the detailed design stage. The report confirms that Greater Manchester Police support the proposals.

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

In response it is stated that 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.*

This is a future aspiration and does not form part of the current proposals (including the applications for Village Phase One and Manchester Grande). Further assessment would be required to understand the feasibility of the 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.

It is not proposed to remove the wall around the perimeter of St. John’s Gardens.

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

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

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 Strategic Regeneration Framework, which has been adopted by Manchester City Council’s Executive Committee and this proposal is consistent with it. The applications are supported by supporting information and technical reports that have been prepared in the context of the wider St. John’s Masterplan.

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

The Masterplan provides for the development of the western part of the site and detailed proposals have been developed to deliver a mix of residential, workspace, retail, leisure, cultural and public realm uses in this area. These proposals also include the creation of new pedestrian and vehicular access routes through the site and out on to Water Street.

A requirement to consult with Network Rail’s Asset Protection Engineer in relation to the use of any vibro-compaction and / or piling machinery.

In response, it is stated that contact will be made with Network Rail’s Asset Protection Engineer to assess the potential impact of the proposals once details of the construction methodology have been developed and a contractor is appointed.

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

In response it is stated 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.

Advice has been provided on demolition and construction management for the proposed development; and also specifically in relation to the noise and vibration impact of the proposal. Given the nature of the proposals, which involve a limited amount of demolition and conversion of an existing building, vibration impacts are expected to be limited. The Construction Management and Phasing Statement submitted in support of the application sets out some principles for this phase, which will be developed into a full Construction Environmental Management Plan once a contractor has been appointed. This will 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.

Single points of contact need to be established to resolve any issues quickly and efficiently.

The site programme of works.

MOSI diary of events.

MOSI fire escapes exit onto the site (strategy to manage and maintain continued access).

Dealing with noise / dust etc.

Oversailing / use of cranes.

Impact from construction noise and vibration will be temporary and the following best practice measures will be implemented to control noise associated with construction activities:

Unnecessary revving of engines will be avoided and equipment switched off when not required.

Internal haul routes will be well maintained with steep gradients avoided.

Rubber linings will be used in chutes, dumpers etc. as required reducing impact noise.

Drop heights of materials will be minimised.

Plant and vehicles will be started up sequentially rather than all together.

The movement of plant onto and around the Site shall have regard for the normal operating hours of the Site and the location of noise sensitive receptors as is reasonably practicable.

Audible reversing warning systems on mobile plant and vehicles will be of the type which, whilst ensuring that they give proper warning, has a minimum noise impact on persons outside open sites. When reversing, mobile plant and vehicles will travel in a direction away from noise sensitive receptors wherever possible.

The levels of vibration required to cause structural damage to buildings is relatively high and it is therefore unlikely that the listed buildings will be significantly affected in this way from the proposed development. However, clearly additional care needs to be taken over listed buildings, especially if they are structurally delicate. The MOSI buildings are operational and it is not believed that they are structurally delicate, although the application will undertake further dialogue with MOSI in this regard. On that basis, the limits given for human perception in BS 5228 would be recommended. These are significantly below the levels at which structural damage would typically occur.
If MOSI is concerned that there is potential for an impact, then the applicant will undertake an initial construction noise and vibration assessment based on the types of equipment proposed to predict the likely impact.

*There should be a restriction on demolition and construction times.*

Working hours on site are proposed to be 0730 to 1800 Monday to Friday; 0830 to 1400 Saturday. No demolition will take place outside of these hours.

*A detailed construction management plan with phasing and quantification of vehicular activity (taking account of later phases) will be required.*

A construction management plan would be subject to a planning condition.

*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 on 22 June 2015. The information provided within this Screening Request concluded that the proposed development is not of a type or scale which would necessitate its categorisation within Schedule 1 or Schedule 2 of the EIA Regulations, nor would it meet the criteria of Schedule 3, and therefore it did not necessitate an EIA. Significant effects on the environment are not anticipated. The potential for cumulative effects of the proposed development with later phases of the St. John’s Masterplan (Phases 3, 4, 5 and 6) will be assessed as part of the EIA undertaken in respect of those developments.

**Conclusion**

It is considered that a mixed use development of this scale would be consistent with national and local planning policy. It would help to promote a quality neighbourhood, economic development and sustainable travel patterns. The development would be linked to a wider regeneration initiatives and help to underpin investment across a larger area, supporting regeneration benefits in excess of those directly associated with the proposal.

The impact of the proposal on the setting and significance of the heritage assets within the vicinity of the application site have been considered very carefully and, having considered very carefully all relevant matters, including the requirements set out in the 1990 Planning (Listed Buildings and Conservation Areas) Act, it is considered that the impact to those settings is outweighed by the public benefits that the proposal would bring.

Whilst the proposal would have some impacts in terms of noise and vibration, daylight/sunlight and wind at a local level, it is considered that these impacts are acceptable in a city centre context and environment and are far outweighed by the economic and regenerative benefits that the development would bring.
This report has demonstrated that this is an appropriate site for a development of this nature and that the development proposed would be well designed and of a high quality.

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

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

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

**Recommendation – Approve**

**Article 35 Declaration**

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 to be attached to the decision**

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

Reason : Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2) The development hereby approved shall be carried out in accordance with the following drawings and documents: to be reported at Committee

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

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

8) 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.

9) 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.

10) 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.

11) 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).

12) 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.

13) 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.

14) 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.

15) 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).

16) 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.

17) 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 and signage.

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.

18) 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.
19) 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.

20) 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.

21) 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.

22) 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.

23) 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.

24) 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.

25) 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.

26) 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.

27) 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.

28) 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.

29) 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 109241/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.
30) Fumes, vapours and odours shall be extracted and discharged from the commercial uses in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before any commercial 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.

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

31) All A1 retail units, A3 Restaurant and cafe uses, and A4 Bar uses shall only operate within the following hours:

A1 Retail 0900 to 2000 Monday to Sundays
A3 Restaurant 0900 to 0000 Monday to Sundays
A4 Bars 0900 to 0000 Monday to Sundays

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

32) 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.

33) 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".

34) The retail, A3 restaurant and cafe uses, and office uses, 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.

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

**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: 109241/FO/2014/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

- Highway Services
- Environmental Health
- Environment & Operations (Refuse & Sustainability)
- Travel Change Team
- City Centre Regeneration
- Greater Manchester Police
- Historic England (North West)
- Environment Agency
- Transport For Greater Manchester
- Greater Manchester Ecology Unit
- Greater Manchester Pedestrians Society
- Network Rail
- 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:**

**Relevant Contact Officer:** Tony Mitchell  
**Telephone number:** 0161 234 4776  
**Email:** a.mitchell@manchester.gov.uk