

## REPORT FOR RESOLUTION

<b>Committee</b>	<b>PLANNING AND HIGHWAYS</b>
<b>Date</b>	25 October 2012
<b>Subject</b>	<b>100000/FO/2012/C1</b> A mixed use development, involving the erection of a 42 storey building comprising up to 600no. serviced apartments; ancillary reception areas, bar/lounge, gymnasium, roof gardens, lounges/meeting areas shop (A1) restaurant (A3), cafe (A3), bar (A4), business centre/community hub (B1/D1),basement car parking and servicing, landscape, and access
<b>Location</b>	Land At River Street, Manchester, M15
<b>Applicant</b>	Chelmer Developments Ltd, 26 King Street, Manchester, M2 6AY
<b>Agent</b>	GVA, 81 Fountain Street, Manchester, M2 2EE
<b>Report of</b>	HEAD OF PLANNING

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### **Purpose of report**

Top describe the above application for planning permission, the issues involved and to put forward recommendations.

### **Recommendation**

The Head of Planning recommends that the Committee **be MINDED TO APPROVE** planning application **100000/FO/2012/C1** relating to a mixed use development, involving the erection of a 42 storey building comprising up to 600no. serviced apartments; ancillary reception areas, bar/lounge, gymnasium, roof gardens, lounges/meeting areas shop (A1) restaurant (A3), cafe (A3), bar (A4), business centre/community hub (B1/D1),basement car parking and servicing, landscape, and access subject to a S106 agreement for a financial contribution towards environmental and infrastructure works within the City Centre, for the reasons set out in this report.

### **Financial Consequences for the Revenue Budget**

There are no financial consequences for the revenue budget.

### **Financial Consequences for the Capital Budget**

There are no financial consequences for the capital budget.

**Contact Officer(s)**

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**Background Documents**

Planning application documents for 100000  
Core Strategy Development Plan (2012)  
Unitary Development Plan (UDP) for Manchester(1995)  
National Planning Policy Framework sections 1,2,4,7,8,10 and 11 (2012)  
North West of England Plan Regional Spatial Strategy (RSS) to 2021.  
Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)  
First Street North Masterplan  
First Street Development Framework (March 2011)  
Manchester City Centre Strategic Plan (2009)  
The Corridor Manchester Strategic Vision to 2020  
English Heritage & CABE Guidance on Tall Buildings, July 2007

**Responses of:**

Head of Regulatory and Enforcement Services Contaminated Land Section  
Greater Manchester Police  
Environment Agency  
Natural England  
Head of Regulatory and Enforcement Services (Environmental Health)  
Neighbourhood Services (Head of Highway Services)  
Transport for Greater Manchester  
Greater Manchester Archaeological Unit  
Greater Manchester Ecology Unit  
Salford City Council  
NATS (En Route) Ltd

**Submitted Documents**

In addition to the planning application forms, certificates, notices and plans, the following documents have been submitted in support of the planning application:

Environmental Statement including three volumes: Volume 1: Main Report; Volume 2: Technical Appendices; and Volume 3: Non-Technical Summary;  
Planning & Regeneration Statement;  
Design & Access Statement;  
Planning Drawings for Illustration;  
Tall Buildings Statement;  
Statement of Community Consultation;  
Crime Impact Statement;

Energy Statement;  
Waste Management Statement;  
Outline Utilities Strategy;  
Environmental Standards Statement (with BREEAM Pre-Assessment).

### **Publicity and Third Party Consultations:**

The proposals have been advertised in the Manchester Evening News and site notices have been display around the site as the application is a major development, accompanied by an Environmental Statement and in the wider public interest.

Almost 1300 residents, businesses and other third parties in the area were notified of the application. It is customary for this list to be included in the report to Committee, however given the number of pages that a list would extend to in this instance the full list has been placed on the application files and not included in this report. A plan has been attached which shows the extent of notification.

### **Wards affected - City Centre**

#### **Implications for:**

<b>Anti-poverty</b>	<b>Equal Opportunities</b>	<b>Environment</b>	<b>Employment</b>
No	Yes	Yes	Yes

#### **1.0 BACKGROUND**

- 1.1 The site is currently occupied by a part-built concrete frame which was erected for a development of 65 apartments originally consented under planning permission 057203/FO/CITY3/99. Construction commenced on site circa 2004/2005, but the scheme was effectively abandoned shortly after the frame was erected. A further application (084948/FO/2007/C3) was submitted and approved in 2008 for the erection of a 215 bedroom hotel which sought to utilise the existing frame, extending it upwards by a further two storeys. The hotel permission has not been implemented and planning permission for it lapsed on 8 July 2012.

#### **2.0 DESCRIPTION OF SITE**

- 2.1 The application site has an area of 0.27 hectares and is bounded by River Street to the north west, Garwood Street to the south west, the elevated Mancunian Way (A57) and its slip road to the south and the surface level car park of the Premier Inn hotel to the north east. It is a highly visible site by virtue of its prominent location at a gateway point close to the roundabout where the inner-ring road and Princess Road meet. As stated above a part-built concrete frame occupies the site with self-seeded shrubs growing around the perimeter. The site has temporary security fencing around the boundary.
- 2.2 To the north lies City South, a residential apartment building, ranging from five to seven storeys, with further residential buildings lying beyond that to the north on City Road East. To the east is the Premier Inn Hotel, which comprises a 5 storey block with surface level car parking to the rear. To the west is a single storey industrial

building which forms part of Olympia Trading Estate. The industrial building is partially screened by mature trees and landscaping which overlook Garwood Street.

### 3.0 DESCRIPTION OF PROPOSALS

3.1 The proposal would involve the clearance of the site, including the demolition of the existing concrete frame, and the erection of a mixed use 'Serviced Residential' development. The building would wrap around the perimeter of the site with the main entrance off River Street, allowing for the creation of a landscaped courtyard in the centre. The proposal includes a basement, ground floor and upper floors ranging from 6 to 42 storeys, comprising:

- Demolition of all existing structures on the site;
- Excavation to create a full basement level to accommodate 17 no. car parking spaces, 50 no. bicycle parking spaces; 200 no. foldaway bicycle 'lockers' and servicing / storage areas;
- Residential apartments (up to 600);
- Ancillary reception areas, café / bar / lounge, gymnasium, lounges/meeting rooms, roof gardens;
- Business Centre / Community Hub (use classes B1; D1) at ground floor, for use by residents and the general public;
- Retail / Food and Drink ground floor floorspace (A1, A3, A4) (principally for residents);
- Vehicular access to the basement, via River Street;
- Drop-off parking bay on River Street;
- Two 'car club' parking spaces on River Street;
- Visitor cycle parking spaces on River Street (20 no.)
- Service bay on Garwood Street;
- Landscaping.

3.2 The proposed 'serviced living' use aims to meet the demand for short – medium term, flexible accommodation, within the city centre. The applicant would develop, retain and operate the development to provide market rental accommodation under flexible terms, with rooms leased from a minimum stay of just a few nights through to 12 months. The proposal aims to provide a valuable resource for young professionals and post-graduates who seek affordable city centre accommodation and would also be aimed at short stay or transient professionals looking to secure affordable secondary accommodation within the city.

3.3 There would be four distinct volumes to the building; the parts fronting the Mancunian Way and River Street would be 6 storeys with rooftop gardens, the part fronting Garwood Street and the corner of Garwood Street and River Street would be 14 storeys, the tower element, which is 42 storeys in height, would be located on the eastern side of the site, to the rear of the 6 storey element that would front onto River Street.

3.4 The elevations fronting onto River Street would have a glazed ground floor with the upper floors being clad in coloured glass with a random arrangement of windows, all with a vertical emphasis. The building fronting the Mancunian Way would be glazed at the ground floor with the upper floors constructed from white/grey masonry with a

uniform arrangement of narrow vertical windows arranged in sets of three. The tower element of the building would be clad in glass panels with a coloured layer and would have projecting aluminium shading fins.

#### 4.0 **CONTEXT**

4.1 The Great Jackson Street area is to the west, where a high density mixed use quarter is envisaged. Whilst previous proposals have yet to be delivered, it remains a focus for future regeneration. The River Street development could support and underpin this objective, enhancing the area's profile.

4.2 To the east along Medlock Street, is First Street. This 20-acre site is a major regeneration priority for the Manchester City Council and seeks to transform the area into a mixed-use location involving large scale office, cultural and leisure developments. The first phase has seen the refurbishment of a 180,000 sq.ft. office building to Grade A, BREEAM Excellent standards along with extensive site reclamation and public realm works. The wider development involves a £30 million investment by the City Council to create a vibrant new hub for cultural activity. A series of planning permissions exist for developments at the northern section of the site. These include a hotel and a cultural building for the Cornerhouse and Library Theatre Company.

#### 5.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

5.1 The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 and Circular 2/99 ('The Regulations').

5.2 During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees and it is considered that the issues that could give rise to significant impact are:

- Socio-economics;
- Traffic, access and parking;
- Air quality;
- Noise and Vibration;
- Wind microclimate;
- Daylight and sunlight;
- Townscape and visual impact;
- Archaeology and cultural heritage;
- Ground conditions;
- Flood risk and drainage;
- Telecommunications;

5.3 These issues are dealt with in further on in the report below. The issue considered to be unlikely to give rise to significant impacts is ecology.

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

## 6.0 **LAND INTEREST**

- 6.1 The City Council has a land interest in the site as the land edged red includes footpaths around the site and the highway. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Councils land interest.

## 7.0 **CONSULTATIONS**

### 7.1 **Neighbour representations**

- 7.1.1 Two letters of support have been received. One from Ask Real Estate Limited supports the application on the following grounds:

- provision of new rental accommodation in the City Centre in a period of real shortfall;
- The City Centre needs such accommodation to help drive forward the local economy and to help diversify the local housing market;
- Such accommodation will support the retention of post-graduates and skilled workers within the city;
- It will be a great addition to Manchester's skyline, and play an important role in the continued regeneration of the Southern Gateway;
- It will help to achieve a vibrant and more populated city centre.

The other from Property Alliance Group Ltd supports the application on the following grounds:

- it will bring an exciting and much needed new residential development to this gateway location;
- as a key stakeholder in the Southern Gateway, they believe that the scheme would provide a building that would be complementary to their and other developers' existing proposals for the area.

- 7.1.2 11 letters of objection have been received. The grounds of objection are as follows:

- Scale and height of the development will dwarf surrounding buildings and reduce quality of life for nearby residents;
- Appearance is utilitarian and lacks imagination;
- Overdominant and out of keeping with surrounding area;
- Already too many skyscrapers;
- Building is too tall so close to City South;
- Significant loss of daylight and sunlight, and overshadowing of City South;
- Overlooking;
- Loss of view/outlook;
- Increase in traffic and parking demands/not enough parking spaces. Ring road and arterial routes into the city are already congested and commuters already park their cars on the Bentley estate where there are already too few parking spaces for residents;
- Noise and disturbance from hen and stag parties and comings and goings of so many residents who may be temporary and therefore have no concern for their neighbours;

- Concern that some small apartments can use the sitting room as an additional bedroom;
- The use would attract occupiers who would bring little to the community and may increase levels of anti-social behaviour and crime in the area;
- Does not fit into the council's vision of the area as a cultural centre;
- The analysis of traffic noise is inaccurate as it is based on a building with 17 car parking spaces and does not consider the number of taxis and service vehicles;
- The proposal does not consider that the quickest walking route is along Shortcroft Street, which is within feet of City South residents' bedrooms;
- The daylight assessment states that the majority of residents in City South will be affected, 38 severely, with no mitigation proposed - over 76 bedrooms and 38 living rooms may never receive any sunlight and will have limited daylight;
- The wind studies only consider the characteristics at pedestrian level. However, City South is a tiered building with balconies and roof terraces up to 6 storeys and the wind effect on these has not been considered. The report by Places Matter! states that there will be a 'potential downdraft' generated by the tower;
- The plans do not consider 'overshadowing' residents outdoor terraces and balconies;
- The plans state that 'loading' will be from a ramp onto River Street with service vehicles 'reversing' down the ramp. The warning sound of a vehicles reversing will cause significant noise nuisance to a large number of residents;
- City South homes were purchased on the understanding that planning permission had been granted for a 6 storey residential building on the River Street site. Only buildings of 3 storeys would face City South. We objected strongly to the proposed Hotel development in 2007 but accepted the additional 1 storey as more desirable than the derelict site that had been left by the first developers. This proposal is incongruous in comparison;
- Flawed consultation process as the architects have done nothing to address concerns regarding the height according to the river street projects info website;
- Will spoil views from existing leisure areas and green spaces, eg the Leaf Street community gardens and Hulme park;
- Impact on telecommunications;
- Ian Simpson buildings have been poorly conceived visually with poor design even resulting in severe noise pollution issues;
- Already oversupply of this type of accommodation within the City Centre - will probably end up as student accommodation;
- Proposed retail units will probably remain vacant as already enough in the area especially as more are proposed at First Street;
- Need street trees as well as roof gardens to encourage more wildlife;
- Pedestrian routes around the site and into the city should be improved given the likely increase in use, including improved pedestrian crossings across Medlock Street;
- Wouldn't object to a more reasonably sized development on this site;
- Noise and disturbance from construction work over long period of time;
- It is unlikely that the 8 trees shown on the drawings would materially reduce the significant adverse wind effect predicted by the ES at River Street – a detailed landscape plan should be required;
- Question the wind effect methodology used;

- Shortcroft Street is two-way but only single-lane. The development at River Street is likely to result in increased traffic flows along Shortcroft Street which may result in conflict;
- No engagement was initiated with local residents during the plan development stage;
- the proposed colour palette of red and orange for the buildings along River Street is not appropriate.

7.1.3 Councillor Joan Davies – has expressed concern regarding the following aspects of the scheme:

- the level of car parking;
- the apparent lack of an identified space on site for storage and management during the construction phase and evaluation of the effect on residents of the construction phase;
- the wind effects on residents' balconies;
- lack of clarity of the number of trees to be planted;
- danger that the business plan is over-optimistic and may not be economically viable.
- the narrowness of Shortcroft Street and the potential for disturbing residents during sensitive hours.
- in terms of the general development of tall buildings within the City Centre, would like to see a wider discussion of their impact in relation to nearby residents.

7.2 **Head of Regulatory and Enforcement Services Environmental Health** – Have no objections but have recommended that conditions relating to the extraction of fumes, the acoustic insulation of any plant and equipment, the acoustic insulation of the commercial and residential accommodation, the storage and disposal of refuse, the hours during which deliveries can take place and the hours of operation be attached to any consent granted.

7.3 **Head of Regulatory and Enforcement Services (Contaminated Land)** - has no objections subject to a condition relating to the need to carry out a full site investigation in respect of potential contaminated land issues relating to the proposed developments and the need to submit details of appropriate remedial measures be attached to any consent granted.

7.4 **The Head of Neighbourhood Services (Highway Services)** – supports the development but has raised a number of issues of detail and further information relating to car/cycle parking, the proposed loading bay, servicing, new footway, car park signage, concierge parking strategy, travel plan, construction traffic management, and traffic impact details.

7.5 **The Head of Neighbourhood Services (Operational Services)** – would require information on proposed numbers, species and locations of trees.

7.6 **Greater Manchester Ecology Unit.** – Have no objections to the proposal.



- 7.7 **Greater Manchester Archaeological Unit** – No archaeological mitigation works are required for this proposal given that the construction of the existing concrete frame will have impacted on any below ground archaeological interest.
- 7.8 **Environment Agency** - have no objections but have recommended that conditions to deal with potential contamination on the site be attached to any approval.
- 7.9 **English Heritage** – Have stated that the application should be determined in accordance with national and local policy guidance, and on the basis of the City Council's specialist conservation area advice.
- 7.10 **Greater Manchester Police (Design for Security)** – Support the proposals subject to the development complying with the details of Sections 5 and 6 of the Crime Impact Statement.
- 7.11 **Transport for Greater Manchester** - suggests the pedestrian environment around the site is designed to be as safe and convenient as possible and recommends that a condition requiring the development, submission, implementation and monitoring of a Travel Plan be a condition of any approval.
- 7.12 **Natural England** – Have no objections and welcome the rooftop gardens but recommend that measures to enhance the biodiversity of the site be secured.
- 7.13 **United Utilities** – Have no objections subject to surface water from this development not being discharged to the combined sewer network.
- 7.14 **National Air Traffic Service (NATS) (En Route) Limited** - has no safeguarding objections to this proposal.

## 8.0 ISSUES

### 8.1 Relevant National Policy

- 8.1.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. The proposed development comply with the following policies or parts thereof:
- 8.1.2 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).
- 8.1.3 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."

- 8.1.4 In terms of fit with the objectives of the NPPF the proposed development is considered to be consistent with sections 1,2,4,6,7,8,10,11 and 12 for the reasons outlined below.
- 8.1.5 Section 1 - Building a strong and competitive economy – this section is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future and places significant weight on the need to support economic growth through the planning system.
- 8.1.6 The proposals would help to secure economic growth and to create jobs and prosperity through the construction of the development and through the vibrancy and vitality that the building in use would deliver. It would also provide much needed residential accommodation in the city Centre where there is an acknowledged under provision.
- 8.1.7 Section 2 Ensuring the Vitality of Town Centres, - promotes competitive town centre environments and recognises that residential development can play an important role in ensuring the vitality of centres. The proposal would help to revitalise this part of the City Centre by redeveloping a derelict site with a high quality development and by introducing a significant number of residents to the area. There is an acknowledged need for additional residential accommodation in the City Centre and this proposal would help to ensure its future vitality.
- 8.1.8 Section 4 Promoting Sustainable Transport – which states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives and that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 8.1.9 The proposal would develop a derelict site in the City Centre which is in close proximity to, and accessible by, all forms of sustainable transport. It is close to Oxford Road and Deansgate railway stations and the Manchester Central tram stop. It would therefore facilitate sustainable development and contribute to wider sustainability and health objectives and would favour sustainable modes of transport giving people a real choice about how they travel.
- 8.1.10 A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities
- 8.1.11 Section 6 Housing - advises of the necessity to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 8.1.12 The provision of flexible serviced residential accommodation on this site would help to create a vibrant, thriving and active community that both contribute to and benefit from their association with the wider area. The flexible nature of the accommodation would be attractive to a wide range of residents and would meet a known requirement for residential accommodation in the City Centre.

- 8.1.13 Section 7 Requiring Good Design - seeks the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 8.1.14 The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building and spaces proposed would be of a contemporary high quality design and would help to raise the standard of design more generally in the area.
- 8.1.15 Section 8 Promoting healthy communities – which states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.
- 8.1.16 The development would facilitate social interaction and help to create a healthy, inclusive community by incorporating a mix of uses and active street frontages, and would be safe and accessible with clear and legible pedestrian routes. It would be fully integrated into the wider area and would relate well to and complement the nearby commercial development at First Street.
- 8.1.17 Section 10 Meeting the challenge of climate change, flooding and coastal change – this states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.
- 8.1.18 The scheme is in a highly sustainable location and would aim to secure a BREEAM Very Good accreditation. The EIA submitted with the application includes a chapter on water resources, which demonstrates that the development would have no significant adverse impact on flood risk.
- 8.1.19 Section 11 Conserving and enhancing the natural environment – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity.
- 8.1.20 The EIA submitted with this application has considered the potential risks of various forms of pollution, including ground conditions, air quality and noise. The EIA demonstrates that the application proposals with appropriate mitigation measures would not have any significant adverse impacts on the natural environment.
- 8.1.21 Section 12 Conserving and Enhancing the Historic Environment - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications.
- 8.1.22 The proposals would not have an adverse impact on the character or appearance of nearby listed buildings or conservation areas.

## 8.2 Relevant Regional Policy

- 8.2.1 Regional Spatial Strategy (RSS) for the North West to 2021 (RSS13) was

adopted in September 2008 and provides a framework for development and investment in the region over the next fifteen to twenty years

- 8.2.2 The Localism Act, which received Royal Assent in November 2011, takes steps to abolish the RSS. However, abolition will not be formalised until a strategic environmental assessment of the effects of revoking RSSs has been completed. Until this time, the North West RSS will continue to form part of the statutory development plan for Manchester.
- 8.2.3 The key policies within the RSS relevant to the application proposals are considered below.
- 8.2.4 Policies DP2, DP3, DP4, DP5 and DP 6 respectively seek to promote sustainable communities, promote sustainable economic development, make the best use of existing resources and infrastructure, manage traffic demand and marry opportunity with need.
- 8.2.5 The proposals would bring an existing brownfield site back into use. The site has been in a derelict condition for a number of years and has detracted from the quality and amenity in the area. The development would help to boost the economic and physical development of this part of the City Centre and would lead to the creation of a number of new jobs.
- 8.2.6 The application site lies on the edge of the Southern Gateway and First Street areas, which have been identified as key regeneration priorities by the City Council. The proposals would strengthen connections with surrounding areas, including those characterised by poverty, unemployment and deprivation such as Hulme, and have the potential to encourage new investment in such areas
- 8.2.7 The scheme would be located so as to reduce the need to travel, especially by car. It would be located in an urban area which has a strategic network where public transport is well provided. It would be genuinely accessible by public transport, walking and cycling.
- 8.2.8 The scheme would be consistent with the regional and sub-regional spatial frameworks (Chapter 5) and sub-regional policies (Chapter 10- 13 (10 being relevant to Manchester), by building upon existing concentrations of activities and existing infrastructure and not requiring major investment in new infrastructure.
- 8.2.9 The development would accord with the following sequential approach:
- 8.2.10 First, using previously developed land within settlements;  
Second, using other suitable infill opportunities within settlements; and  
Third, the development of other land where this is well located in relation to housing, jobs and other services and infrastructure and which complies with the other principles in DP1-9.
- 8.2.11 **Policy RDF 1 Spatial Priorities** – states that the first priority for growth should be the Regional Centres of Manchester (which includes the application site) and Liverpool.

8.2.12 **Policy MCR1 Manchester City Region Policies** – advises that plans and strategies in the Manchester City Region should support interventions necessary to achieve a significant improvement in the sub-region's economic performance by encouraging investment and sustainable development in the Regional Centre.

8.2.13 The proposals will assist in the improvement of the sub-region's economic performance as a result of building on the wider regeneration of the City Centre.

8.2.14 **Policy MCR2 Regional Centre and Inner Areas of Manchester City Region** – states that the Regional Centre should continue to be the main economic driver for the Manchester City Region and the main focus for business and other employment-generating development.

8.2.15 The application proposals would play an important role in meeting this key policy objective, both in respect of the new jobs that would be created and also in terms of its role in supporting the wider regeneration initiatives within the City Centre.

### 8.3 Local Policies

8.3.1 **Core Strategy** - The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

8.3.2 A number of UDP policies have been saved until they are replaced by further Development Plan Documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

8.3.3 The adopted Core Strategy contains a number of Strategic Spatial Objectives which form the basis of the policies contained therein as follows:

SO1. Spatial Principles – provides a framework within which the sustainable development of the City can contribute to halting climate change.

SO2. Economy – supports a significant further improvement of the City's economic performance and the spreading of the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3. Housing – seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

SO4. Centres – seeks to provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.

S05. Transport – seeks to improve the physical connectivity of the City, through sustainable transport networks to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – seeks 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
- provide networks of high quality green infrastructure

so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

8.3.4 The following adopted policies are considered to be of relevance to this application for the reasons set out below.

8.3.5 Policy SP 1 – states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre.

8.3.6 It would be consistent with the Manchester City Centre Strategic Plan and the First Street Regeneration Frameworks having regard to the character, issues and strategy for that regeneration area.

8.3.7 In addition it would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, re-use previously developed land and improve access to jobs and reduce the need to travel

8.3.8 Policy EC1 – Land for Employment and Economic Development – Sees Manchester City Centre as a key location for major employment growth and sets out priorities for ensuring continued economic growth. The proposals would support the City's economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities.

8.3.9 The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use.

8.3.10 The City Centre is a key location for major employment growth and the proposals would create a number of new jobs as well as providing housing to support economic growth.

- 8.3.11 In design terms the development would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.
- 8.3.12 Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) The proposals would provide a mixed use development close to First Street within the Corridor, a priority location considered as suitable for such schemes as well as for high density development.
- 8.3.13 The proposals would provide a range of uses and accommodation to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.
- 8.3.14 Policy CC4 – Visitors, tourist, culture and leisure - The proposed serviced accommodation would contribute to the quality of the City Centre hotel offer as well as improving the infrastructure to accommodate visitors.
- 8.3.15 Policy CC5 – Transport – The proposed development would improve pedestrian safety, improve the adjacent public realm and due to its location contribute to improving air quality by being accessible by a variety of modes of public transport.
- 8.3.16 Policy CC6 City Centre High Density Development – The proposals would be a high density development and maximise the efficient use of land.
- 8.3.17 Policy CC7 Mixed Use Development - The proposed scheme would comprise a mixed-use development with active ground floor uses.
- 8.3.18 Policy CC8 Change and Renewal - The proposals would contribute to the City Centre's role in terms of employment and a place to live and improve its accessibility and legibility.
- 8.3.19 Policy CC9 Design and Heritage – The proposed new building would have a high standard of design appropriate to the City Centre context and character and would not have an adverse impact on the settings of listed buildings or conservation areas.
- 8.3.20 Policy CC10 A Place for Everyone – The development would introduce a range of accommodation options, as well as mixed uses, which would be accessible by a range of sustainable transport options, and would thereby appeal to a wide range of residents and visitors.
- 8.3.21 Policy H1 Overall Housing Provision - The development would provide new housing of a type considered suitable for the City Centre within a high density development that would be consistent with the regeneration objectives for the City Centre and would contribute to creating a mixed community within the area.
- 8.3.22 Policy T1 Sustainable Transport – The proposed development would encourage model 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.

- 8.3.23 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.
- 8.3.24 Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in a landmark development which would enhance the character of the area and the overall image of Manchester on a major radial route. The design would provide a positive street environment and would result in improvements to permeability.
- 8.3.25 EN 2 Tall Buildings – The proposed 42 storey element of the proposal would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.
- 8.3.26 Policy EN3 Heritage – The development would not have an adverse impact on the settings of listed building or conservation areas.
- 8.3.27 Policy EN 8 Adaptation to Climate Change - The overall design would minimise flood risk and use green infrastructure elements.
- 8.3.28 Policy EN 9 Green Infrastructure - The development would include new planting and enhance green links within the urban area.
- 8.3.29 Policy EN14 Flood Risk – A Flood Risk Assessment has been submitted with the application and this concludes that the risk of residual flooding to the development is low.
- 8.3.30 EN15 Biodiversity and Geological Conservation – The development would create opportunities to enhance and create new biodiversity on-site through the implementation of a planting and biodiversity strategy.
- 8.3.31 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.
- 8.3.32 Policy EN 17- Water Quality The development would not have an adverse impact on water quality as mitigation measures would be implemented as necessary to prevent ground water contamination.
- 8.3.33 Policy EN 18 - Contaminated Land and Ground Stability – It is considered that any issues of contaminated land ground stability on this previously developed site can be adequately dealt with through a condition requiring a site investigation and remediation strategy as appropriate attached to any permission.
- 8.3.34 Policy PA1 – Developer Contributions – It is considered that needs would arise from the development in relation to environmental and infrastructure improvements within



the City Centre and the applicant has agreed to enter into a Section 106 agreement to make a financial contribution in relation to this.

8.3.35 Policy DM 1- Development Management – sets out the requirements for developments in terms of BREEAM and a range of general issues that all development should have regard to. Of these the following issues are of relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered in detail further on in this report.

8.3.36 Policy DM2 Aerodrome Safeguarding – The applicant would ensure that appropriate measures are carried out in relation to the development to ensure that it would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, and where necessary, a condition requiring this should be attached to any permission.

#### 8.4 **Saved UDP Policies**

8.4.1 Policy DC18 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the conservation areas within the City of Manchester from which it would be visible.

8.4.2 Policy DC19 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of listed buildings.

8.4.3 Policy DC26 Development and Noise – It is considered that appropriate measures can be carried out to acoustically insulate the building and any plant or equipment to protect the amenities of occupiers of the building and of neighbouring residents. The use itself is considered to be one that is appropriate in a City Centre context and would not have unacceptable impact on the amenities of neighbouring residents.

#### 8.5 **Manchester City Centre Strategic Plan**

8.5.1 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 considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a

positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

8.5.2 The site of the planning application under consideration falls within the area designated as the Southern Gateway and is identified as being well placed to accommodate a significant growth in commercial activity given its relationship to the Corridor and the major economic drivers of the Universities and the Central Manchester Hospitals.

8.5.3 The aim is for the area to become a mixed-use quarter comprising significant levels of commercial and residential accommodation with a vibrant mix of contemporary urban buildings, new landmarks and public spaces with activities and uses which will sustain a considerable increase in employment, culture and retail offer feeding into the Oxford Road Corridor area and the remainder of the city centre. It is considered that the proposal is in accordance with this vision.

## 8.6 **The First Street Development Framework (FSDF)**

8.6.1 This was endorsed by Manchester City Council in March 2011 and places a strong focus on creating the “sense of place” that is currently lacking at First Street. It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. It is considered that the proposal would provide accommodation that would support the regeneration of First Street.

## 8.7 **The Corridor Manchester Strategic Vision to 2020**

8.7.1 The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

8.7.2 In overall terms the site is regarded as being ideally placed to support the new business opportunities that will emerge as the knowledge economy grows in Manchester.

## 8.8 **Regeneration and Principle of proposed uses.**

8.8.1 Regeneration is an important planning consideration. Over the past ten years the City Council has had a considerable amount of success in terms of regenerating the City Centre. The work in the City Centre Renewal area, Piccadilly, Spinningfields, the G-Mex area, Northern Quarter and Castlefield are all good examples of this. However, much remains to be done, particularly in the southern part of the City Centre, both in terms of integrating it with the remainder of the City Centre and in terms of ensuring that Hulme and Moss Side fully benefits from its proximity to the City Centre. 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 for new workspace and new working environments in order to improve the economic performance of the City Region. In this context The Corridor, First Street and the Southern Gateway have been identified as priority fringe locations, which will be pivotal to the next phase of growth of the City Centre economy.

8.8.2 Manchester's population and in particular that of the city centre is increasing, as is the employment base, whilst household sizes are decreasing. These factors are placing increasing pressure on the existing housing stock. Job growth in the city centre will continue to increase, and this will add to population growth and demands in the housing market. The Manchester Housing Demand Study 2010 identifies that 16,500 new homes (net) will need to be built in the city centre from 2010-2027 to meet this increased demand. There is existing high demand for city centre accommodation with local agents advising that current take up is outstripping supply. This is set to be compounded further with a dramatic undersupply of schemes within the pipeline and this is leading to increases in rental prices.

8.8.3 Based on evidence from the Manchester AMR WHAT IS THIS???2011; the Greater Manchester Strategic Housing Market Assessment Update 2010; the Manchester Housing Demand Study 2010; and the Greater Manchester Strategy 2009 the present market position within the city can be summarised as below:

- There is insufficient city centre accommodation;
- The low level of stock is driving up prices; the city centre is becoming an unaffordable option for newly employed graduates and key workers;
- Housing choice within the city centre is limited; supply is predominantly 1 and 2-bed accommodation;
- Lease terms (typically 6-12 month minimum) are often unsuited to modern day lifestyles and work patterns;
- There is a shortage of accommodation which serves the demands of short/temporary stay business men and women; and
- There is an increasing shift from owner occupier to market rented demand (average age of first time buyers is 38).

It is considered therefore that the proposed use as serviced apartments would fulfill a need for a certain type of flexible housing that is currently under-provided within the City.

8.8.4 The principal regeneration objective for the First Street site is to establish it as a major new office destination. In order to help strengthen First Street's 'sense of place' and attract office occupiers a wider range of complementary uses and ancillary facilities need to be delivered. The proposal on this site for serviced living accommodation would provide an important facility to support the regeneration objectives of the area,

8.8.5 Great Jackson Street is subject to a Development Framework envisaging a high-density mixed use quarter. Whilst previous proposals, which secured planning permission have not yet been implemented, it remains a focus for future regeneration. The River Street development would represent a catalyst, enhancing the area's profile and being a clear indication of enhanced confidence in the development market.

- 8.8.6 Other key initiatives are in close proximity including the City's Civic Quarter, which is subject to ongoing transformation through the Central Library, Town Hall Extension and St Peters Square remodelling projects, the Business District and Retail Core, and the focus for 'the Corridor' initiative, Oxford Road. The latter being a concentration of educational and knowledge-based institutions focused on Oxford Road of regional if not national significance. The application site features within the geographical focus of the Corridor initiative
- 8.8.7 The application site can therefore be seen to hold a crucial and pivotal location in terms of helping to integrate the southern part of the City Centre with the real heart of the commercial core, building on developments that are being developed at First Street. To do this effectively, the site must provide a critical mass of development, which transforms people's perceptions of this part of the City Centre and becomes a destination in its own right, as well as assisting functionality and linkages. The scale and mass of development and the activities involved are all crucial to this and the scheme has much to commend it in this respect.
- 8.8.8 Similarly, the site can be seen as a gateway into the southern part of the City Centre and act as a 'marker'/orientation point. The 'barrier' effect of the Mancunian Way currently has an adverse effect on this integration. A landmark development at this point would help to negate and overcome this.
- 8.8.9 Given the above, it is considered that the nature of the uses proposed, ie high quality serviced apartments and ancillary uses, would add to the City's overall offer and would greatly assist the regeneration of the overall City Centre. The scheme can therefore be seen to make a significant contribution to the regeneration of the City Centre in terms of its function, expansion, environment, linkages, permeability, activity and integration. The proposed development would be in keeping with the objectives of the First Street Development Strategy and the City Centre Strategic Plan and the proposed development 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 National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC2, CC4, CC7, CC8, CC10, H12 and EN1.

## 8.9 **Urban Design and Visual Impact**

- 8.9.1 One of the main issues to consider in assessing these proposals is whether this is an appropriate site for a tall building. In order to assess this, the proposals have been thoroughly assessed against the City Council's local development policies, in particular the Core Strategy policy on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007:

### 8.9.2 Relationship to Context

Under this criterion the effect of the proposal on contextual features such as scale, height, urban grain, streetscape and built form, important views and effects on the skyline were considered.

The proposed built form follows the perimeter of the site, maintaining the current and historic urban grain of the site and the surrounding streets. In this sense, it would be wholly in keeping with traditional forms of development in the City Centre. The built development within the immediate surrounds of the site is mixed in context, but is relatively low-scale in terms of building height. To the north of the site lies City South, a residential apartment building comprising a mix of 4 and 5 storeys fronting River Street and 7 storeys City Road. To the east of the site is the Premier Inn Hotel, which fronts Medlock Street and extends to 5 storeys in height. A surface level car park is situated between the hotel building and the application site. To the south of the site is the Mancunian Way, which is elevated above ground at the section where it passes the site. To the west lies a low density industrial estate with a single storey industrial shed adjacent to Garwood Street. The wider City Centre context, its gateway location and its high profile position on the Mancunian Way does however provide a very clear rationale for a large-scale development on this site. The design emerged as a result of an extensive process of examining various massing models to arrive at the proposed layout and form of development, which, it is considered, responds most appropriately to the context of the site.

There are a number of tall buildings within the confines and immediate surrounds of the City Centre and a tall building development at River Street would add and respond well to the existing tall buildings within the City. The proposal at River Street would respond well to the site's location which is a major gateway entry point into the City Centre from the south and the key entry point into the City Centre from the Airport and from the local and national motorway network. The entry sequence into the City Centre is a relatively poor experience. However, this development along with the changes at First Street would improve this dramatically. The provision of a tall building within this context is seen as entirely appropriate demarcating a major entry point into the City Centre. It would also enhance the setting of the Mancunian Way which carries high levels of traffic throughout the day. Recent developments at First Street, MMU and Student Castle have improved this route considerably and a high quality development on River Street would further enhance and improve this.

An assessment has been undertaken to examine the effects of the proposed development upon: the townscape and visual amenity of the site and the local area; the impacts of the proposed development upon nearby Conservation Areas, Listed Buildings, Scheduled Ancient Monuments; and, the Townscape Character Areas. The assessment found that the proposed design, including the materials, is expected to have a moderate positive long-term impact upon the site's current urban grain, height and massing. The proposal would be visible in terms of the settings of some nearby listed buildings, conservation areas and character areas, but would largely be unlikely to change appreciably the settings of the historic assets. Although there would be some visual intrusion associated with the appearance of a tall building where there previously have been no tall buildings visible, eg in Hulme Park, it is considered that this effect would be minor and overall it is considered that the proposed development would have a positive impact on visual amenity and the local townscape and skyline.

### 8.9.3 Effect on the Historic Context

There are no historic assets within the immediate surrounds of the site. However, within 1 km of the site there are 7 conservation areas which contain a number of listed buildings. The setting of those heritage assets needs to be considered and an assessment of the impact of the proposals upon heritage assets within the City has been provided within the Environmental Statement. The impact on the setting of these assets is found to vary from a minor negative effect to a moderate positive effect. Overall, it is considered that the variety in character of Manchester City Centre's historical areas and the distance that the tower would be from them would result in the overall impact being negligible. It is considered therefore that the proposed development would not have a detrimental impact on the settings of listed buildings or conservation areas within the City.

#### 8.9.4 Effect on World Heritage Sites

A tentative World Heritage Site within the City Centre was put forward a number of years ago. However, this has not been progressed for many years and is therefore not considered to be a relevant issue in the consideration of this application.

#### 8.9.5 Relationship to Transport Infrastructure

Under this section the benefits of the site's location in terms of achieving a sustainable transport strategy, the capacity of the existing transport infrastructure, the quality of linkages to public transport and aviation constraints have been considered. The site is in an optimum location benefiting from excellent access to public transport and proximity to the City Centre services and attractions with the Metroshuttle bus, Metrolink service at Manchester Central and national and local rail stations at Oxford Road and Deansgate each providing local access to public transport. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the Oxford Road Corridor and wider city centre. The development includes extensive travel plan measures including a cycle hire scheme, City Car Club parking spaces and live public transport updates transmitted within the building. It is considered that many residents would not require cars for work due to the site's public transport connections, many residents could work within the City Centre and the proposal is unlikely therefore to have a detrimental impact on peak traffic flows. On-site parking provision is limited, discouraging car use. It is considered therefore that the site is in an optimum location for sustainable transport links. The applicant is working with the City Council's Highway Services to address the matters of detail and the further information considered necessary by Transport for Greater Manchester. The outcome of these discussions will be reported to Committee.

NATS (En Route) Ltd have no objections to the proposal from an aviation safeguarding aspect and any comments from Manchester Airport regarding aviation constraints will be reported to committee.

#### 8.9.6 Architectural Quality of the Building

The factors that are of most importance in this respect are the buildings scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The building has been designed to respect its context, with a lower height building fronting River Street and the tall slender tower set back towards the

Mancunian Way. The floorplates required for the apartments has allowed the tower to be designed as a well proportioned, tall, slender structure. The design presents a very distinctive and contemporary form which would create a strong architectural impression on the city. It embodies a strong design quality which provides a distinctive impression from various viewpoints. The interlocking forms at the base level would provide interest and distinction. Elevation treatments have been designed to respond to the different elements of the building with the tower using a combination of coloured glass panels and glazed aluminium framed window units in a dark grey/blue to create a reflective façade which would respond to shifting viewpoints and changing environmental conditions, with the south west elevation incorporating projecting aluminium fins to provide solar shading. The River Street and Garwood Street elevations would also have coloured glass panels in orange-reds and burnt colours to reflect the local vernacular brickwork. It is considered that the design adopts strong urban design credentials throughout and presents a high quality proposal which would provide a new addition to the existing examples of high quality contemporary architecture within the city. A condition requiring samples of materials should be attached to ensure their quality. It is considered therefore, that the proposals are of the highest quality and would result in a sophisticated, elegant landmark building.

#### 8.9.7 Sustainable Design and Construction

The design for the building optimises the building form and façade to improve the thermal performance of the building, and maximise day light where possible. The building design makes use of solar gains when useful and allows natural lighting. It also incorporates a well insulated and airtight building envelope, which reduces accidental heat losses to a minimum. Due to the building's close position adjacent to a main road, natural ventilation cannot be relied upon due to noise levels and pollution. The energy demand of the ventilation systems will be kept to a minimum by the use of mechanical ventilation with heat recovery. The City Council's planning requirement to generate 20% of the site's energy through low or zero carbon systems would be achieved through the use of a 200kW combined heat and power (CHP) unit connected to the domestic hot water (DHW) system. The proposal includes a sustainable energy strategy and would be required to reach a BREEAM standard of 'Very Good'.

#### 8.9.8 Credibility of the Design

This considers the technical and financial credibility of the scheme. The applicant has engaged the services of a high quality consultant team who have experience of delivering tall buildings. The applicant owns the land and has a track record of delivering high quality developments. The financial viability of the proposals has been considered at every stage of the design process, for example with façade materials chosen that are cost effective and technically durable. The architects, have a proven track record of designing tall buildings, for example the Beetham Tower, Urbis, No 1 Deansgate and Parkway Gate. They have worked closely with the client and project team to ensure the design meets the budgetary requirements to ensure the scheme is commercially viable. It is considered that the development quality has been maximised whilst ensuring this has not served to undermine the scheme's viability.

### 8.9.9 Contribution to Public Spaces and Facilities

It is important that the development interacts positively with and contributes to its surroundings at street level. The ground floor of the building would incorporate public facilities including a shop and café, creating activity and natural surveillance on River Street. The public realm proposals would provide surfaces which would directly connect into the surrounding streetscape and would use planting and furniture to establish an attractive interface with the surrounding urban area. Trees, canopies and building overhangs would be used to create a sheltered microclimate at street level and in the roof garden areas. It is considered therefore that the proposals would make a positive contribution to the public realm and facilities.

### 8.9.10 Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

#### (a) Sunlight, Daylight and Overshadowing

An assessment of the likely sunlight, daylight and overshadowing impacts of the proposed development on habitable rooms and open spaces in adjacent developments has been undertaken by assessing the effects of the development against the BRE 'Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice, 2011. The study assessed the daylight and sunlight effects on the windows of the City South development, referred to as 'receptors'. The results showed the following:

- In terms of daylight levels, the proposed development would have a negligible magnitude of change for 74 windows, a low magnitude of change for 29 windows, a medium magnitude of change for 19 windows and a high magnitude of change for 38 windows HOW MANY FLATS. The study concludes that overall a direct, permanent and long-term effect of moderate negative significance may arise on the daylight availability to the City South residential development. It is likely that there would be a negligible impact on the daylight receptors in the adjacent Premier Inn Hotel and the residential neighbourhood of Hulme;
- In terms of sunlight levels, the development would have a negligible magnitude of change for 148 windows, a low magnitude of change for 4 windows, a medium magnitude of change for 4 windows and a high magnitude of change for 4 windows. It concludes therefore, that overall it is likely that there would be a direct, permanent and long term effect of minor negative significance on the annual sunlight availability in the City South residential development. Elsewhere, any other impacts would be of negligible significance;



Following concern expressed by some residents, further work has been undertaken to provide a greater understanding of these effects within a City Centre context. The applicant has also provided a comparison of the results of the daylight study with a study of the impact on daylight of the consented hotel scheme and on a notional eight storey perimeter block development that would be lower than the Lumiere building on City Road East. The results show that the consented hotel development would have a high magnitude of change on 8 windows in City South, which equates to 8 apartments. The notional eight storey scheme would have a high magnitude of change on 30 windows, which equate to 18 apartments within the City South development. The scheme under consideration would have a high magnitude of change on 38 windows within City South, which also equates to 18 apartments. From this, it can be seen then that the proposed tall building would have a similar impact in daylight terms on the City South building as an eight-storey building, which is a common height of buildings within the City Centre.

The study has broken down the apartments affected into the actual number of living rooms (being the main habitable room) that would be affected. This has shown that four of the apartments that would be affected within City South are dual aspect and primarily face into the courtyard of that building, thereby reducing the impact. When compared with an eight storey urban block there are no additional apartments affected by the proposal and there would be only one additional living rooms affected. When compared to the consented hotel scheme only one more living room on the ground, first, second and third floors and two more living rooms on the fourth floor would have a high magnitude of change in daylight.

A study of other permitted developments in Manchester showed that the degree of effect is consistent with other City Centre relationships. Further, the BRE guidelines are to be applied flexibly and particular locational circumstances, such as city centres where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable, are to be taken into account. Indeed there have been a number of appeal decisions elsewhere in the UK where Inspectors have recognised that a rigid application of the BRE guidelines is not usually appropriate for dense urban areas.

It should also be recognised that the City South development has enjoyed a largely unobstructed aspect to its southern elevation and it could be argued that on this basis the levels of light that have been enjoyed are unusually high in a City Centre context.

The results of the internal daylight and sunlight studies for the development itself, indicate that the large majority of windows and rooms within the proposed development would meet the guidelines for natural light. In terms of daylight, 98% of rooms meet the criteria and 95% of rooms will meet the criteria for sunlight. Such results are perceived as 'good' in the context of a high density city development.

Given the above it is clear that a development of any reasonable city centre scale would have an impact on the daylight levels of the City South building not dissimilar to those predicted for the proposal and it is therefore considered that the proposal would have an acceptable impact on daylight/sunlight.

(b) Wind

There is no specific legislation or national planning policy guidelines that directly relate to wind microclimate around buildings. However, the Lawson Criteria (Lawson, 2001) has been widely used in the UK to quantify wind conditions on built developments and are recognised by local authorities as a suitable benchmark for wind assessments. The potential impacts upon the wind microclimate during the operation of the proposed development were analysed using the Lawson Criteria.

A pedestrian safety assessment identified possible wind acceleration zones, which may experience a direct, permanent, long-term effect of moderate negative significance, as a result of the proposed development. Once landscaping (existing and proposed) is taken in to account, this impact reduces to being of minor significance. The study also revealed that some areas surrounding the proposed development would experience increased wind speeds, which exceed the recommended comfort criteria for pedestrians sitting and standing. To reduce this impact, tree planting, including a mix of evergreen and deciduous, is recommended on both sides of River Street on the stretch between Garwood Street and Shortcroft Street, and the development's pedestrian entrances should be suitably located with canopies or recessed entrances helping to mitigate the impacts. An indicative tree planting scheme has been submitted that would suitably mitigate any wind effects at street level and it is considered that a condition requiring a finalised landscape scheme should be applied to any permission granted.

With regard to the wind effect on balconies of the adjacent City South development, it would be very difficult to measure the effects due to the complexity and impracticalities that this would involve. However, a qualitative review of the effects concludes that wind effects on balconies would differ depending on their position within the elevation and the balcony geometry, with recessed balconies and balconies at lower levels having more protection, and protruding balconies having some protection from barriers and other obstructions. It is considered that the mitigation measures proposed for the improvement of the wind environment along River Street are likely to have a beneficial impact on the wind effects at balcony level as well.

Given the above, it is considered that, whilst it is likely that there may be some impact in terms of wind effects on balconies of the City South development that front onto River Street these effects would not be so detrimental as to warrant refusal of the application.

#### (c) Air Quality

An air quality assessment was carried out to identify any impact upon local air quality during the construction and operation of the proposed development. The construction of the proposed development is expected to produce dust and increased emissions, thus creating a localised and short-term, minor to moderate impact upon local air quality. However, multiple possible mitigation measures have been identified, including the use of clean vehicles, wind-breaks, dust-suppressed tools and placing covers over stockpiles. In terms of the operation of the proposed development, it has been estimated that imperceptible increases in emissions would be generated. Any air quality impact as a result of odours from the proposed café

and restaurant facilities is expected to be insignificant and a condition should be attached to any permission to ensure appropriate filtration and extraction measures are implemented in relation to the proposed café/restaurant facility. In the future, estimates reveal that residents occupying levels 00 to 06 may be exposed to poor air quality from vehicle exhausts. However, the provision of mechanical ventilation should ensure that residents would not be exposed to poor air quality within the building.

(d) Noise and Vibration

The Noise Impact Assessment submitted with the application has taken into account the potential impacts upon the local area of site clearance/construction and the operational phases of the proposed development. Noise levels during the construction period are recognised as inevitable but would be short-term and localised. Demolition and clearance would create the most amount of noise but would only last for 3 months of the expected two and a half year construction period, and is not predicted to generate unusual or excessive noise when compared with average noise levels resulting from construction activity. In addition, it is estimated that construction noise can be significantly reduced by adhering to the Best Practicable Means.

Vibrations resulting from construction are estimated to be mild to moderate. Vibration mitigation measures have been identified and any vibration from construction would be short-term and localised.

In terms of the operation of the proposed development, noise from the local environment can be reduced to create acceptable noise levels for the proposed residences. Possible measures include installing glazing and trickle vents. With such measures in place, the expected noise impacts will be of minor significance, at worst.

Noise resulting from additional traffic generated as a result of the development has also been identified. However, the noise impact in the area is predicted to be negligible and the development may in fact contribute to noise attenuation by screening existing buildings from road noise.

The assessment shows that if mitigation measures are in place, there should be no significant, long-term adverse effect upon noise levels in the area.

(e) TV reception

An assessment was carried out to investigate any potential impacts of the proposed development upon telecommunications on the site and in the surrounding area, particularly focusing on local properties within 1km of the site, which may experience interference of TV and radio signals. During construction, the presence and operation of large cranes may cause shadowing/signal blocking and signal reflection. This could affect properties to the north east and north west of the site. However, any impact is expected to be negligible due to the intermittent, short-term nature of potential interference and the presence of multiple transmitters in the area. This

impact can be reduced by parking the lifting boom in a fixed position when cranes are not in use.

During the operation of the proposed development, two broadcast shadows would be produced, as a result of the building's size. Although one of the shadows would have limited impact, the other may affect the signal in residential properties. This may result in an impact upon terrestrial broadcast television of minor negative significance, prior to the implementation of mitigation measures. In terms of the reception of satellite broadcast, there may also be an impact of minor negative significance. The impact upon terrestrial broadcast radio is to be deemed negligible.

The potential impacts during the operation of the proposed development can be lessened by using several mitigation measures. If employed, such measures can reduce the impact of interference to negligible levels. Although some interference may be experienced during the construction and operation of the proposed development, the disruption can be significantly minimised by adopting the identified measures.

#### (f) Impact on Water resources

A Flood Risk Assessment has been carried out to assess the potential impacts of the proposed development upon the flood risk and drainage of the application site. The Environmental Agency has categorised the site as within Flood Zone 1, meaning that the area is at low risk of fluvial flooding. There is a risk of ground contamination of the site but it is considered that mitigation measures can be implemented to minimise any risk of contamination to controlled waters and a condition requiring a site investigation and mitigation measures should be attached to any permission.

Given the above it can be seen then that the proposed development would have significant impacts on the local environment but the design process has sought to minimise these effects and where impacts still arise, to mitigate them wherever possible. The scale and significance of such effects must also be considered in the context of the site's City centre situation, and the wider benefits that would arise from the development. Those include a positive effect on the existing noise environment experienced by existing residents to the north of the site, and the removal of the existing structure, which is in itself detrimental to local amenity. Given the above, it is considered that, with appropriate mitigation measures, the proposals would not have an unacceptable detrimental impact on the local environment.

#### 8.9.11 Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up, or closure, of views to improve the legibility (ie the degree to which a place can be easily understood and traversed) of the city and the wider townscape is an important planning consideration. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

The development provides visual permeability through the break of massing which comprises two tower elements when viewed from the middle distance. This fulfils the

architectural concept and style of the building but also provides a technical benefit by increasing the amount of daylight which permeates through the site. In the physical context the proposal would also provide an improvement to pedestrian permeability with a dedicated footway to be created at the eastern boundary of the site. Other public access around the site would be maintained and improved.

#### 8.9.12 Provision of a Well-Designed Environment

The proposals would create high quality internal and external public space and would make a significant contribution towards improving the public realm. The amenity of the site would be further enhanced through the provision of active frontages including the proposed Business/ Community Hub, which would provide an active frontage to the Mancunian Way slip road, and the retail/ cafe space located along River Street and the corner of Garwood Street. The development would regenerate a vacant, dilapidated site which presently gives a very poor impression to the local area. The redevelopment of the site would achieve a significant regeneration impact in itself and this would be extensively furthered by the well-designed environment which is proposed. As the proposal would provide a high quality, useable environment for those using it, it is considered that the proposals would meet the criteria of function and fitness for purpose.

In assessing the above criteria it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above and the fact that the application site lies within an area identified within the Core Strategy as being suitable for a tall building, the proposals would also be consistent with sections 1, 2, 4, 6, 7, 8 and 10 of the National Planning Policy Framework and policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy.

#### 8.10 **Amenity**

8.10.1 Issues of amenity such as noise and vibration, daylight/sunlight and wind have been dealt with above. The building has been set back from the back of pavement in order to give extra distance between it and the City South residential building to the north, and it has been designed so that the tower element of the proposal is set back in the south east corner of the site, again drawing it away from the City South building. Given this design and the City Centre context it is considered that the proposal would have an acceptable impact in terms of overlooking. It is also considered that these design features of the building and the high quality of the design would not result in a detrimental impact to existing residents in terms of loss of view or outlook, particularly given the unsightly concrete frame that currently exists on the site.

#### 8.11 **Full access and Inclusive Design**

8.11.1 The development would be fully accessible to all. There would be 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.

8.11.2 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.

## 8.12 Socio-Economic Impact

8.12.1 The social and economic effects of the proposed development would generally be positive, providing benefits that should make a considerable improvement to the lives of people living in areas surrounding the site such as Hulme and Manchester City Centre.

8.12.2 During the demolition and construction of the proposed development, 153 Full Time Equivalent (FTE) jobs are expected to be generated. This would be followed by up to 130 permanent full-time jobs when the development is complete and fully operational. As a result of the proposed development, it is expected that, at most, there would be 1,086 new residents on site, most of whom would be of working age. This would have a major beneficial impact upon the local economy.

8.12.3 In terms of GVA, the proposed development is expected to generate an additional £6,281,468.20 within the local economy, which would be a major beneficial impact.

8.12.4 In view of the above the proposals are consistent with section 1 of the National Planning Policy Framework and Core Strategy policies SP1, EC1 and CC1.

## 8.13 Crime and Disorder

8.13.1 The proposed mixed use development would bring additional vitality to a currently derelict site. The buildings would present an active frontage to most of the public elevations around the site, which would enliven the street scene and help to provide useful natural surveillance of the public realm. The recommendations of the Crime Impact Assessment relating to external changes have been addressed in the landscape proposals. The remainder of the recommended changes relate to internal and operational management issues, which would be addressed within the development with a view to achieving Secured by Design accreditation. A condition requiring that accreditation should be attached to any permission granted

8.13.2 In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

## 8.14 Biodiversity

8.14.1 The proposed development includes the provision of high-quality public realm, as well as two roof gardens, which, with appropriate measures, would help to enhance the biodiversity of the area. A condition requiring measures to enhance the biodiversity of the site should be attached to any permission granted.

8.14.2 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.

## 8.15 Contaminated Land Issues

8.15.1 This has been discussed under the section 'Impact on Water Resources' above. As it is likely that the site may be contaminated it is recommended that a condition be attached to any permission requiring further site investigation, a remediation strategy and a verification report.

8.15.2 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.

## 8.16 **Parking, Servicing and Access**

8.16.1 These issues have been discussed under the section 'Relationship to Transport Infrastructure' above.

8.16.2 In view of the above the proposals are considered to be consistent with section 4 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

## 8.17 **Consultation responses**

8.17.1 **Objectors' comments** – It is considered that the majority of the grounds of objection have been addressed in the main body of this report.

8.17.2 Noise, disturbance and pollution during construction – The applicant acknowledges the need to implement measures to keep construction impacts to a minimum and any problems that might arise would be dealt with under Environmental Health legislation.

8.17.3 Noise and disturbance from 'stag' and 'hen' partygoers – The applicant has stated that it is not in the interest of the development's success to accept these types of bookings and the applicant proposes to undertake a range of preventative measures such as a rigorous booking procedure that would query short-stay weekend bookings and prevent a block booking of rooms on that basis, residents would be required to sign a behavioural code of conduct, and 24 hour on-site security would be provided.

8.17.4 Sitting room used as an additional bedroom – the purpose of the scheme is to provide flexible living accommodation in order to respond to a variety of tenant demands. The EIA and associated documents provided within the planning application have tested the worst case in regard to maximum use of the building and it is also likely that most of the living rooms would be used as living space. Therefore it is considered that there is no need to restrict this.

8.17.5 Potential noise from taxis and delivery vehicles reversing – It is considered that the potential noise from delivery vehicles or taxis visiting the site would not be out of the ordinary in a city centre environment and the Head of Environmental Health is satisfied that the proposal is acceptable subject to conditions requiring noise insulation of the apartments.

8.17.6 Increase in activity along Shortcroft Street – Existing streets surrounding the site provide a variety of routes in to the city centre core, with Medlock Street remaining the most well lit and main route in and out of the City from the site. Therefore, it is

considered that it is unlikely that there would be such an increase in use of Shortcroft Street as to be detrimental to the occupiers of City South.

8.17.7 Would result in vacant retail units - the proposed commercial elements of the scheme have been carefully selected following an analysis of market demand. The residential element of the scheme would provide a very strong customer base in which to ensure the commercial viability of the non-residential elements, and the mix of uses is considered to be positive in supporting the growing population in this part of the City Centre.

8.17.8 Flawed consultation process – Whilst not a statutory requirement, the architects carried out an extensive pre-application consultation process. Comments made by residents at that stage were taken into account. With regard to the height of the building the proposal was designed so that the tallest element of the building would be set back away from the existing residential building at City South.

## 9.0 CONCLUSION

9.1 It is considered that a mixed use development incorporating a tall building and the proposed level of serviced apartments and commercial units would be an appropriate response to national and local planning policy, that would promote a quality neighbourhood, economic development and sustainable travel patterns. The development would be linked to a wider regeneration programme that would underpin investment across a larger area supporting regeneration benefits in excess of those directly associated with the proposal.

9.2 Whilst the proposal would have some impacts in terms of daylight/sunlight and wind at a local level it is considered that these impacts are acceptable in a city centre environment and are far outweighed by the economic and regenerative benefits that the development would bring.

9.3 This report has demonstrated that this is an appropriate site for a tall building and that the development proposed would be well designed and of a high quality, achieving a striking landmark building at this important gateway site, and fulfilling an important role in providing a type of accommodation within the City Centre for which there is a demonstrated need.

9.4 Given the above, it is considered therefore that the proposal is in accordance with the City of Manchester's 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.

## 10.0 THIRD PARTY REPRESENTATIONS

Dr Graham Day, Flat 63, City South, City Road East, Manchester, M15 4QA  
Mr Brian Davies, Flat 125, City South, City Road East, Manchester, M15 4QE  
Miss Katie Rowson, Flat 135, City South, City Road East, Manchester, M15 4QE  
Mr Victor Mac Mahon, 59 Hunmanby Avenue, Manchester, M15 5FF  
Ms Isabelle Croissant, 30 Rockdove Avenue, Manchester, M15 5FH  
Mr Phillip Black, Flat 1, City South, City Road East, Manchester, M15 4QA



Mr Phillip Black, Flat 4, City South, City Road East, Manchester, M15 4QA  
Marion Steel, 56 Hunmanby Avenue, Manchester, M15 5FE  
Mr Chris Speck, Flat 44 Velvet House 60 Sackville Street, Manchester, Manchester,  
M1 3WE  
Bhanumati Chauhan,  
Dr Steven Tomlinson,  
Mrs Shahgufta Chaudhry, 22 White House Way, Solihull, B91 1SE  
Ask Real Estate Limited, The Pinnacle, 5<sup>th</sup> Floor, 73-79 King Street, Manchester M2  
4NG  
Property Alliance Group Limited, Alliance House, Westpoint Enterprise Park,  
Clarence Avenue, Trafford Park, Manchester M17 1QS

Councillor Joan Davies

- 11.0 **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 a 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 Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that 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.

## 12.0 **RECOMMENDATION**

The Head of Planning therefore recommends that the Committee be:

**MINDED TO APPROVE** planning application ref no 100000/FO/2012/C1 having taken into account the environmental information submitted as part of the Environmental Impact Assessment, which has been duly considered and, where appropriate, mitigation measures included within the proposals, and on the basis that the proposal, subject to the conditions listed below, is in accordance with the following: the City of Manchester Core Strategy Policies SP1 (Spatial Principles), EC1 (Employment and Economic Growth in Manchester), CC1 (Primary Economic Development Focus: City Centre and Fringe), CC4 (Visitors, Tourism, Culture and Leisure), CC5 (Transport), CC6 (High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC10 (A Place for Everyone), H1 (Overall Housing Provision), T1 (Sustainable Transport), T2 (Accessible areas of Opportunity and need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN 18 (Contaminated Land and Ground Stability), PA1

(Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding); and saved Policies DC18.1 (Conservation Areas), DC19.1 (Listed Buildings) and DC26 (Development and Noise) of the City of Manchester Unitary Development Plan, in that the development would encourage regeneration within the Regional Centre; would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development; would be consistent with the Manchester City Centre Strategic Plan and the First Street Regeneration Frameworks having regard to the character, issues and strategy for this regeneration area; would provide good access to sustainable transport provision; would maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment; would have a good quality design, resulting in a landmark development that would enhance the character of the area and the overall image of Manchester on a major radial route, responding positively in design terms at street level, creating a well designed place that would both enhance and create character, re-use previously developed land, improve access to jobs, reduce the need to travel, support the City's economic performance and, by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities; would maximise the promotion of walking, cycling and public transport use; would create a significant number of new jobs in appropriate sectors, which would in turn contribute to economic growth; would have regard to the character of the surrounding area and in design terms would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area and the reduction of opportunities for crime; would be in a location considered as suitable for such schemes as well as for high density buildings; would provide a range of uses to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre; would contribute to the quality of the City Centre residential/hotel offer as well as improving the infrastructure to accommodate visitors; would improve pedestrian safety; would improve the adjacent public realm and due to its location contribute to improving air quality by being accessible by a variety of modes of transport; would maximise the efficient use of land; would contribute to the City Centre's role in terms of employment and improve its accessibility and legibility; would have a high standard of design appropriate to the City Centre context and character; would provide a range of uses and accommodation thereby appealing to a wide range of residents; would provide new housing of a type considered suitable for the City Centre, which would contribute to creating a mixed community within the area; would fulfil an identified need for serviced apartments; would have an overall design that would minimise flood risk; would have a low risk of residual flooding; would create opportunities to enhance and create new biodiversity on-site; would be highly accessible by all forms of public transport thereby reducing reliance on cars and minimising emissions from traffic generated by the development; would not have an adverse impact on water quality; would minimise surface water run-off and ground water contamination; would have an acceptable impact with relation to contaminated land and ground stability; would meet environmental and infrastructure needs through a financial contribution; would not have any adverse impact on the amenity of occupiers of adjacent buildings; would increase natural surveillance, which in turn would reduce opportunities for crime and disorder related issues; would maintain the character and appearance of nearby conservation areas; would not have a detrimental impact on the settings of any listed buildings; and would not impede the safeguarding of Manchester Airport; which are summarised in the main body of the report;

and subject to the following :

A A Section 106 Agreement or unilateral undertaking for a financial contribution towards the provision of environmental and/or infrastructure improvements within the City Centre; and

B The following conditions:

**Conditions and/or Reasons:**

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:

Existing Plans

7293-P-A-G100-XP-AL Location Plan

7293-P-A-G100-XP-AL-001 Existing Site Plan

7293-P-A-G100-XP-AL-002 Redline Planning Boundary Plan

7293-P-A-G100-XP-AL-003 Demolition Plan

GA Layout Plans

7293-P-A-G100-P-AL Proposed Site Plan

7293-P-A-G200-P-B Basement Level Plan

7293-P-A-G200-P-00 Ground Floor Plan

7293-P-A-G200-P-T1 Levels 01, 03 & 05 Plan

7293-P-A-G200-P-T2 Levels 02 & 04 Plan

7293-P-A-G200-P-06 Level 06 Plan

7293-P-A-G200-P-07 Level 07 Plan

7293-P-A-G200-P-08 Level 08 Plan

7293-P-A-G200-P-09 Level 09 Plan

7293-P-A-G200-P-T3 Levels 10 & 12 Plan

7293-P-A-G200-P-11 Level 11 Plan

7293-P-A-G200-P-13 Level 13 Plan

7293-P-A-G200-P-14 Level 14 Plan

7293-P-A-G200-P-T4 Levels 15 - 39 Plan

7293-P-A-G200-P-40 Level 40 Plan

7293-P-A-G200-P-41 Level 41 Plan

7293-P-A-G200-P-RF Roof Level Plan

GA Sections

7293-P-A-G200-S-AA Section AA

7293-P-A-G200-S-BB Section BB

7293-P-A-G200-S-CC Section CC

7293-P-A-G200-S-DD Section DD

GA Elevations

7293-P-A-G200-E-NE North East Elevation

7293-P-A-G200-E-NW North West Elevation

7293-P-A-G200-E-SW South West Elevation

7293-P-A-G200-E-SE South East Elevation  
7293-P-A-G200-E-S South Elevation  
7293-P-A-G200-E-SW-001 Courtyard South West Elevation  
7293-P-A-G200-E-SE-001 Courtyard South East Elevation  
7293-P-A-G200-E-NE-001 Courtyard North East Elevation  
7293-P-A-G200-E-N-001 Courtyard North Elevation  
7293-P-A-G251-D-T1 Elevational Detail - North East Tower  
7293-P-A-G251-D-T2 Elevational Detail - South West Tower  
7293-P-A-G251-D-T3 Elevational Detail - North West Tower  
7293-P-A-G251-D-T4 Elevational Detail - North West River St  
7293-P-A-G251-D-T5 Elevational Detail - South East Courtyard  
7293-P-A-G251-D-T6 Elevational Detail - South West Garwood St  
7293-P-A-G251-D-T7 Elevational Detail - North East Courtyard  
7293-P-A-G251-D-T8 Elevational Detail - South East Gable End  
7293-P-A-G251-D-T9 Elevational Detail - South Mancunian Way  
7293-P-A-G251-D-T10 Elevational Detail - North Courtyard

#### Landscape Projects Proposals

LP\_405 . 001 Ground Floor Plan - Landscape Proposal  
LP\_405 . 002 Roof Garden Plan - Landscape Proposal

Sections 5 and 6 of the Greater Manchester Police Crime Impact Assessment June 2012,

Paragraphs 8.116 and 8.117 of the GVA Planning & Regeneration Statement, June 2012.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EC1, CC1, CC4, CC5, CC6, CC7, CC8, CC10, H1, T1, T2, EN1, EN3, EN8, EN9, EN14, EN15, EN16, EN17, EN 18, DM1 and DM2 of the City of Manchester Core Strategy.

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 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.

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

4) a) 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).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 policy EN18 of the Core Strategy for the City of Manchester.

5) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

6) Before the development commences an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

The acoustic attenuation scheme shall be based on noise survey data that includes measurements taken during early morning rush hour periods and night time to

determine the appropriate sound insulation measures necessary. The internal noise criterion shall be as follows:

Bedrooms (night time - 23.00 - 07.00) 35 dB LAeq;  
Individual noise events should not normally exceed 45 dB LAmax (BS 8233:1999);  
Living rooms (daytime - 07.00 - 23.00) 40 dB LAeq.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the City of Manchester Unitary Development Plan.

7) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the City of Manchester Unitary Development Plan.

8) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the City of Manchester Unitary Development Plan.

9) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse 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) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact areas identified in Section 18 of the Environmental Statement Volume 1 before development commences. The work shall be undertaken either by an aerial installer

registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in

(a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

11) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include any tree planting measures required in mitigation of the wind effects of the development, and measures to enhance the biodiversity of the local area. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies EN9 and DM1 of the Core Strategy for the City of Manchester.

12) The development shall not be occupied or used unless and until accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of the secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

13) Before first occupation of the development, details of a Travel Plan with the objective of influencing occupiers travel patterns and modes of transport, and including particulars of its implementation, monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority. For so long as the serviced apartment use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - To ensure that persons occupying or visiting the development are provided with adequate information and resources to influence their travel patterns and modes of transport, pursuant to policy T1 of the City of Manchester Core Strategy.

14) 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 the City of Manchester Core Strategy.

15) The details of an emergency telephone contact number shall be displayed throughout the construction period in a publicly accessible location on the site.

Reason - In the interests of local amenity, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

16) 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.

17) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

18) The footpaths and the areas between the pavement and the line of the proposed buildings shall be fully reinstated in natural stone or other high quality material, the details of which are to be submitted to and agreed in writing by the City Council as



local planning authority, within six months or within a timescale to be agreed in writing by the City Council as Local Planning Authority, of any part of the development first being 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 Policy DM1 of the Core Strategy for the City of Manchester.

19) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday; and  
11:00 to 16:00, Sundays and Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with Policy DM1 of the Core Strategy for the City of Manchester.

20) No part of the site outside the building shall be used for non-residential purposes, other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority and no amplified sound or any music shall be produced or played in relation to any of the non-residential uses in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of the development and nearby properties, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the City of Manchester Unitary Development Plan.

### **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: 100000/FO/2012/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 all held by the Planning Division.

### **Equal Opportunities**

The proposal would make the site and its development directly accessible to all members of the public, including those with mobility impairments.

### **Environmental Improvements**

The proposal would bring a significant improvement to the appearance of this site and the area generally.

### **Employment Implications**

The proposal would create jobs during construction and on occupation a number of jobs would be created.

HEAD OF PLANNING