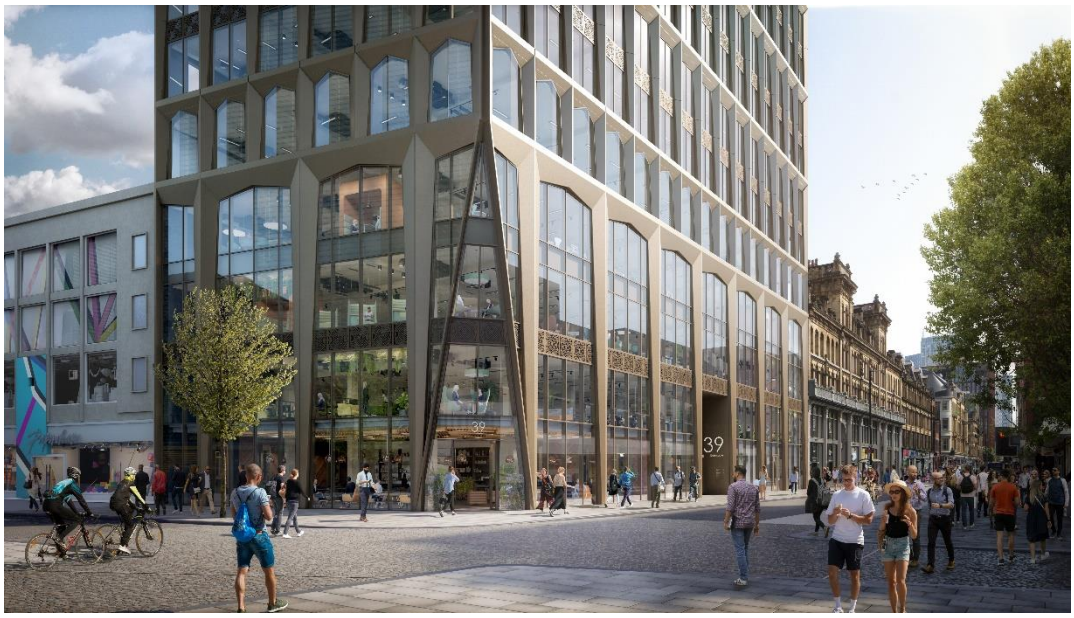


PLANNING AND TALL BUILDING STATEMENT

39 Deansgate, Manchester

Kames Property Income Fund

August 2021

CBRE

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CBRE

1.0 Introduction and Overview

INTRODUCTION

1.1 This Planning and Tall Building Statement (the 'Statement') has been prepared by CBRE Limited on behalf of Kames Property Income Fund (the 'Applicant') in support of a Full Planning Application submitted to Manchester City Council (MCC) in respect of 39 Deansgate ('the Site'), as edged red on the accompanying Site Location Plan.

1.2 This application is a resubmission of application (ref. 126328/FO/2020) which was refused by MCC Planning Committee against officer recommendation on 28th January 2021. It seeks to redevelop the Site, which falls within the endorsed Ramada Complex Strategic Regeneration Framework (SRF) area, for the:

"Erection of a 17 storey building comprising office use (Use Class E(g)(i)) and flexible ground floor commercial units (Use Classes E(a),(b),(c) and sui generis 'drinking establishment'), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building"

1.3 It should be noted that the description of development has been updated to reflect the changes brought about by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

1.4 This application represents a 'free-go' in line with Regulation 8 of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 following the refusal of planning application (ref. 126328/FO/2020). Since the previous application was submitted the Applicant has subsequently changed its name to Aegon Property Income Fund, but remains the same legal entity. For the purpose of the planning application, we will continue to reference Kames Property Income Fund.

1.5 The proposals form a key aspect of the SRF for the Ramada Complex area which was endorsed by the Council's Executive in May 2018 and will contribute to achieving the overarching vision for this important regeneration area within the City Centre.

ORIGINAL APPLICATION (REF. 126328/FO/2020)

1.6 The 'original' planning application (ref. 126328/FO/2020) was submitted in full and was validated by the Council on 25 February 2020. The description of development was as follows:

"Erection of a 17 storey building comprising office use (Use Class B1a) and flexible ground floor commercial units (Use Classes A1 shop, A2 financial and professional services, A3 restaurant/cafe and A4 drinking establishment), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building"

1.7 Sheppard Robson Architects oversaw the design process for the proposed development, following a successful design competition in 2018, working in collaboration with the wider design team.

1.8 The application was submitted following an extensive 10-month period of pre-application engagement with Senior Council Officers, local elected representatives and key stakeholders, including Historic England. The proposed scheme was also subject to public consultation with local residents and businesses in late 2019.

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Determination of the Planning Application

1.9 The planning application was first introduced to Manchester's Planning and Highways Committee ('Planning Committee') in October 2020, with a clear Officer recommendation to approve the scheme subject to condition, however, a formal decision was not made by MCC until 28 January 2021. A chronology of the decision making process in respect of the planning application is set out below:

22 October 2020 – Deferred at the request of the Applicant

1.10 Prior to the October committee two late representations were received by the Council on 21 October from the owner of Barton Arcade and Ward Member Cllr Johns. Given the lateness of the comments, CBRE requested that the planning application be deferred in order that further information could be provided to assist Planning Committee in making a decision. Members of the Planning Committee voted to defer the application as requested.

19 November 2020 – Deferred for Site Visit at the request of Planning Committee

1.11 Following the previous deferral, the planning application was considered by Planning Committee on 19 November 2020 still with an Officer recommendation for approval. Ward Member Cllr Jeavons requested that Members of the Planning Committee defer making a decision on the planning application in order to undertake a site visit. Members of the Planning Committee voted to defer the application as requested. A site visit was held on 17 December 2020 with Council Planning Officers, Members of Planning Committee and Ward Councillors.

17 December 2020 – Deferred by Planning Committee, Minded to Refuse

1.12 The Planning Application was considered by Committee on 17 December 2020 still with an Officer recommendation to approve, subject to condition. At the Committee the Members resolved that they were 'minded to refuse' the planning application against Officer recommendation.

1.13 Where Decisions made by Committee are contrary to officer recommendation, the Constitution of the Council (October 2019 as amended) dictates that Members should ensure that "*the reason for a contrary decision should be clear and convincing and fully minuted*" (paragraph 48).

1.14 The Constitution continues at paragraph 49 that: "*in order to ensure an accurate minute of decisions contrary to officer advice, members should ordinarily make a resolution that they are minded to grant or refuse permission. When such a resolution is made, officers will report to the next committee on the proposed course of action and shall produce a written record of the proposed decision and reasons for adoption by the Committee*". Paragraph 50 of the Constitution then places a requirement on Senior Officers to explain to the Committee the implications of a contrary decision before the decision is taken.

21 January 2021 – Planning Application Refused

1.15 In accordance with the Council's constitution the planning application was again considered by Planning Committee once more on 21 January 2021. Members then resolved to refuse planning permission against Officer recommendation.

1.16 The decision notice was issued on 28 January 2021 and the reasons for refusal comprised:

1. *"The proposed development would be unacceptable due to the resultant loss of amenity for the residents of No. 1 Deansgate and therefore contrary to guidance within the National Planning Policy Framework and inconsistent with policies SP1 and DM1 of the Core Strategy.*

Introduction and Overview

2. *The proposed development would represent overdevelopment of the site and would be unacceptable due to the negative impact on the heritage assets of St. Anns's Church, the Royal Exchange and the St. Ann's Square Conservation Area. Furthermore the negative impact of the development on surrounding heritage assets would not be outweighed by the public benefits of the proposal. The proposed development would therefore be contrary to guidance within the National Planning Policy Framework and inconsistent with policies SP1, EN3, CC9 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester".*

1.17 A copy of the transcript from the Committee is enclosed within the Statement of Community Involvement.

1.18 This Statement seeks to address the key reasons for refusal and provide additional justification for the scheme proposals. To inform this, an independent heritage and design audit has been undertaken by Montagu Evans and additional economic/ viability information will be provided.

The Site and its Surroundings

The Site

1.19 The Site extends to circa 0.12 hectares (1,227m^2) in area and fronts onto Deansgate to the west and St Mary's Gate to the north. 39 Deansgate is currently occupied by a nine-storey mixed-use building known as 'Speakers' House', constructed in 1963.

Fig. 1.1 – Site Location (Aerial Image)



1.20 The existing building, as shown in figure 1.1 above, has a net area in the region of 3,754 m^2 with accommodation arranged over ground, mezzanine, and eight upper floors. The ground floor comprises of 7 no. retail units extending to 1,116m^2 in area. The upper floor offices which extend to 2,638m^2 are partially occupied and generally characterised by shorter term

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leases. At the time of the 2020 planning application, five units were vacant, totalling 886m^2 of empty employment space. This has now risen to eight units (two retail and six office) totalling 1,819m2 of commercial space, highlighting the scale of decline over the past year, a trend which is expected to continue.

Site Surroundings

1.21 The Site is situated on a prominent corner plot located at the junction of Deansgate and St Mary's Gate on one of the City's busiest thoroughfares. It is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development (No.1 Deansgate) are located. To the east of the Site are retail units and offices on St Mary's Gate and Exchange Square. To the south of the Site lies the Grade II* Barton Arcade which houses retail units, offices, and, a residential apartment. To the west of the Site lies offices and retail units with a NCP car park beyond.

1.22 The Site sits at the north western boundary of the St Ann's Conservation Area on the edge of the adjoining Parsonage Gardens Conservation Area. Furthermore, it immediately adjoins the Grade II* listed 'Barton Arcade'. The surrounding area is characterised by a number of landmark buildings including the Grade II listed Royal Exchange, which dominates the north eastern boundary of the Conservation Area. Situated in the heart of the designated area is the Grade I listed Church of St. Ann. The Grade II Listed Hayward Buildings is located on the opposite side of Deansgate, and the Grade I Listed Cathedral Church of St Mary is situated approximately 200m north of the Site.

The Applicant

1.23 Kames Property Income Fund, now known as Aegon Property Income Fund (same legal entity) is managed by Aegon Asset Management an international group of investment management businesses owned by Aegon NV, one of the world's leading providers of financial services. Aegon Asset Management operates through multiple investment centres, which together manage circa £303 billion on behalf of institutional, wholesale and retail clients.

1.24 The Site was acquired by the Applicant in July 2017 who is committed to fostering a strong relationship with MCC and other key stakeholders in Manchester to ensure that the proposals contribute to meeting the City's regeneration priorities and deliver a 'best in class' office development.

1.25 The Applicant takes a long-term approach to managing assets and promotes best-practice in environmental, social and governance (ESG) matters. It embraces sustainability as a key corporate objective and it is central to its strategy and culture. Applicant Brief

1.26 The Applicant's Brief seeks to demolish the existing 39 Deansgate, known as Speakers House, and replace it with a single building which would provide in excess of 130,000 sq ft of 'Grade A' office space and 5,000 sq ft of flexible retail space at ground floor.

1.27 From the outset the Applicant was clear that the new building needs to meet the demands of the target occupiers whilst respecting and complimenting the immediate historic context through its massing, the use of high-quality materials and attention to detailing.

1.28 The Site is a prime location and marks a key intersection on Deansgate and St Mary's Gate forming a gateway into the city's retail core. As such, it should reinforce and enhance the local street scene through active frontages and complementary retail uses.

1.29 Furthermore, additional key requirements of the Applicant's Brief included:

- British Council for Office (BCO) compliance for all core elements;

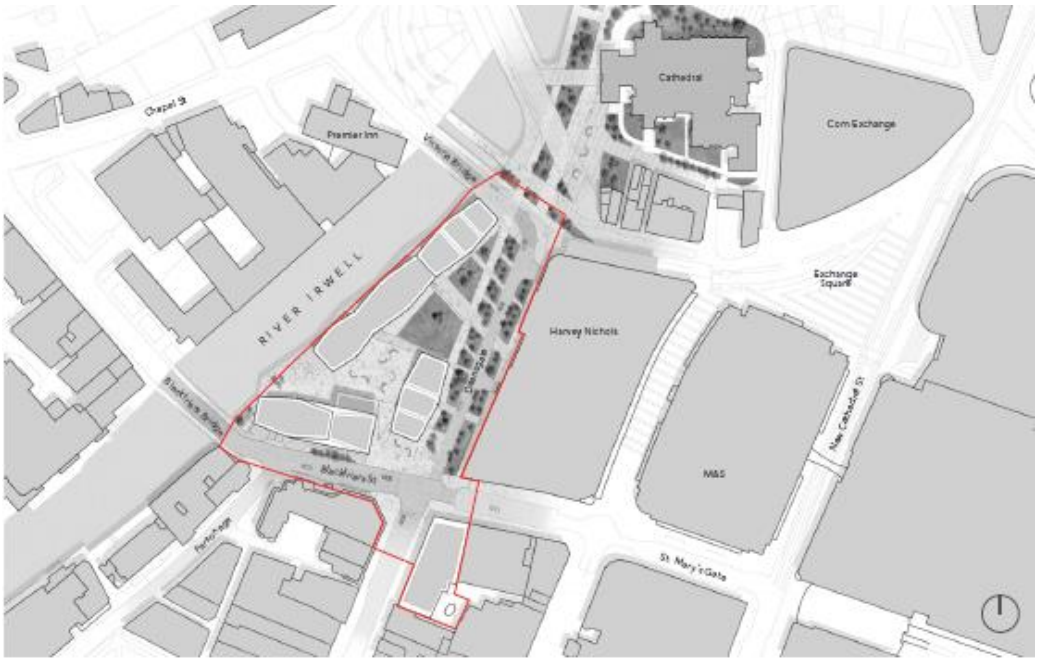
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- BREEAM Excellent target (office space only);
- Flexible and sub-divisible office space;
- Maximum floorplate efficiency;
- Extensive cyclist facilities; and
- Facilitating and responding to the aspirations set out in the endorsed Ramada SRF.

Regeneration Context

1.30 The Ramada Complex has been a longstanding strategic regeneration priority for MCC as it represents a significant component of the last remaining area within the 1999 City Centre Renewal Area Masterplan which has not been redeveloped, following two decades of substantial investment by the public and private sector. As shown on figure 1.2 below, the SRF area encompasses the former Renaissance Hotel which closed in July 2020 with the leasehold now being owned by Property Alliance Group and investor Starwood Capital Group , and 39 Deansgate to the south east.

Fig. 1.2 – Ramada Complex Illustrative Masterplan



Source – Ramada Complex SRF

1.31 On the 7th March 2018, the Council sought the Executive's endorsement of the SRF for the Ramada Complex. On 30 May 2018, following a period of consultation, the SRF was formally endorsed by the Council and now forms a material consideration in the determination of Planning Applications, serving to guide the comprehensive regeneration of the area. The local regeneration context is explored more fully in Chapter 3 of this Statement.

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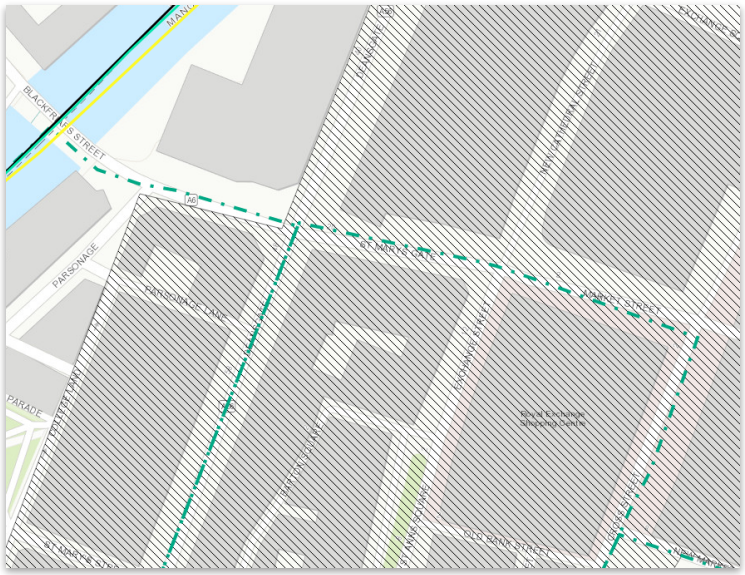
Planning Policy Designation

1.32 As illustrated on the adopted Proposals Map extract, shown below at Figure 1.3, the Site is subject to the following policy designations which are further expanded upon in Chapter 5 of this Statement:

- City Centre (Core Strategy Policy CC1-CC10);
- City Centre Primary Shopping Area (Core Strategy Policy CC2); and
- Regional Centre (Core Strategy Policy EC3)

1.33 The Site is also situated within the St Ann's Conservation Area ('saved' UDP policy DC18.1)

Figure 1.3 – Manchester Proposals Map Extract



Source: Manchester City Council Interactive Map

PRE-APPLICATION CONSULTATION

1.34 In accordance with recommended best practice, as set out in national planning guidance and the Manchester Statement of Community Involvement (SCI), the Applicant has undertaken extensive consultation with statutory and non-statutory consultees.

1.35 The accompanying Statement of Community Involvement prepared by CBRE details the consultation strategy that has been pursued by the Applicant, detailing the feedback that has been received and how this has been taken into consideration in developing the scheme proposals and subsequently following refusal of the original application.

ENVIRONMENTAL IMPACT ASSESSMENT

1.36 A request for a screening opinion under Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended in 2018 and 2020 as amended) (herein 'EIA Regulations 2017') has been submitted with the resubmission application (**Appendix A**). Its purpose is to ascertain whether, in the opinion of MCC an Environmental Impact Assessment (EIA) is required for a proposed development at the site. A request for a screening opinion was originally submitted in relation to the original proposals

Introduction and Overview

in November 2019. A screening opinion was subsequently provided by MCC confirming that EIA was not required. It is not considered that the re-submission constitutes EIA development.

SCHEDULE OF APPLICATION SUPPORTING INFORMATION

1.37 The Application is accompanied by a suite supporting information, as detailed below, the scope of which was prior agreed with Senior Planning Officers at MCC during pre-application discussions having reference to the Council's Validation Checklist (dated September 2018).

- Application Forms, Certificates, Notices and Covering Letter prepared by CBRE;
- EIA Screening Letter prepared by CBRE (August 2021);
- Planning and Tall Building Statement prepared by CBRE (August 2021);
- Economic Statement prepared by CBRE (August 2021);
- Design and Access Statement (ref. 6145-SRA-XX-XX-RP-A-02003 P03 S2) prepared by Sheppard Robson Architects (July 2021);
- Heritage Statement: Significance and Impact prepared by Stephen Levrant Heritage Architecture (January 2020);
- Built Historic Environment Assessment prepared by Montagu Evans (August 2021);
- Daylight and Sunlight Assessment prepared by GIA (November 2018);
- Daylight and Sunlight Assessment Validation Letter prepared by GIA (July 2021);
- Wind Micro-Climate Assessment Report prepared by GIA (December 2019);
- Analysis of Impact on 1 Deansgate Louvres prepared by GIA (September 2020);
- Wind Microclimate Report/ 1 Deansgate Louvre Analysis Validation Letter prepared by GIA (July 2021);
- Crime Impact Statement prepared by GMP Design for Security (August 2021);
- Phase 1 Geo-environmental Report (ref. 1901-02 Rev P02) prepared by Renaissance (July 2021);
- Transport Statement (ref. 79464-CUR-00-XX-RP-TP-001-V02_TS) prepared by Curtins (August 2021);
- Interim Travel Plan (ref. 79464-CUR-00-XX-RP-TP-002-V02_ITP) prepared by Curtins (August 2021);
- Waste Management and Servicing Strategy (ref. 79464-CUR-00-XX-RP-TP-003-V02_WMS) prepared by Curtins (August 2021);
- UXO Risk Assessment prepared by IGE Consulting (July 2021);
- Flood Risk Assessment & Drainage Strategy (ref. 3174-03 Rev A) prepared by IGE Consulting (July 2021);
- Archaeological Desk-Based Assessment prepared by Orion Heritage (July 2021);
- Air Quality Assessment (ref. DEA-BWB-ZZ-ZZ-RP-LA-0001_AQA_S0_P04) prepared by BWB Consulting (August 2021);
- Noise Impact Assessment prepared by BWB Consulting (August 2021);

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- Preliminary Bat Roost Assessment (ref. 12095_R01a) prepared by Tyler Grange (July 2021);
- Energy, Sustainability and Waste Management Statement (ref. Z30031 Rev. 1) prepared by Energy Council (August 2021);
- Ventilation Strategy (ref. 2217-EDPI-XX-XX-RP-Z-57-10001) prepared by EDPI (August 2021);
- Television and Radio Reception Impact Assessment prepared by G-Tech Surveys (August 2021);
- Operational Management Strategy prepared by CBRE (August 2021);
- Construction Management Plan including Demolition Management Plan prepared by CBRE (August 2021);
- Summary of Public Benefits prepared by CBRE (August 2021);
- Statement of Community Involvement prepared by CBRE (August 2021);
- Townscape and Visual Impact Statement Main Report (ref. 2071-06-LV-003-03) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 1 - Townscape Assessment (ref. 2071-06-LV-002-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 2 - Visual Assessment (ref. 2071-06-LV-001-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 3 - Townscape Figures (ref. 2071-06-FB-003-01) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 4 - Views (ref. 2071-06-FB-002-02) prepared by Planit-IE (August 2021); and
- Townscape and Visual Impact Statement Appendix 5 - AVR Methodology (ref. 2071-06-FB-004-00) prepared by Planit-IE (August 2021).

1.38 A full suite of Application Drawings prepared by Sheppard Robson also accompanies this submission with a schedule of Plans set out in the supporting covering letter dated 10th August 2021.

STATEMENT STRUCTURE

1.39 This Planning Statement is structured as follows:

- **Chapter 2 – The Site and its Surroundings:** Describes the Application Site, its wider context, accessibility and planning history.
- **Chapter 3 – Economic and Regeneration Context:** Establishes the wider economic, regeneration and strategic context at the Site.
- **Chapter 4 – Proposed Development:** Details the scheme proposals including design evolution.
- **Chapter 5 – Planning Policy Framework:** Sets out the relevant policies of the statutory development plan and other material considerations, including specific policy tests, against which the proposals will be determined.

Introduction and Overview

- **Chapter 6 – Scheme Benefits –** Establishes the significant economic, social and environmental benefits that will be generated by the proposed development.
- **Chapter 6 – Assessment of the Scheme Proposals:** Highlights the key site-specific planning considerations of relevance to the proposed development and assesses the scheme proposals against relevant policies and other considerations.
- **Chapter 7 – Tall Building Assessment:** Assesses the scheme proposals against key criteria for assessing tall buildings as set out within English Heritage and CABE's Guidance on Tall Buildings and, Manchester's Core Strategy Policy EN2.
- **Chapter 8 – Scheme Benefits** – Establishes the significant economic, social and environmental benefits that will be generated by the proposed development.
- **Chapter 9 – Planning Balance and Conclusion**: Summarises the main findings of this Planning Statement, establishes the planning balance and concludes on the overall planning merits of the proposals.

2.0 The Site and its Surroundings

2.1 The Site is situated at a prominent gateway location which performs a critical function in the City Centre. It is located within an area of Manchester which will undergo significant transformation in the coming years guided by development principles established in the endorsed Ramada Complex SRF. The Site represents a significant opportunity to deliver a high-quality scheme that is befitting this prestigious address.

THE APPLICATION SITE

Site Description

2.2 The Site, shown edged red below on figure 2.1 below, is irregular in shape and extends to 0.12 hectares (1,227m^2) in area.

Fig. 2.1 – Site Location



2.3 It comprises the demise of 39 Deansgate, known as Speakers House, including retail units 8 St Mary's Gate, 10/12 St Mary's Gate, 41- 49 Deansgate (odd numbers) together with an area of MCC Highway land which forms a footpath to the west along Deansgate.

2.4 The site is irregular in shape and extends to 0.12 hectares (1,227m2) in area. The Site is located to the northern end of Deansgate and is bound by the Grade II* listed Bartons Building including Barton Arcade to the south; to the west by Deansgate ('A56'); to the north by St. Mary's Gate and to the east by Bank House at 12 – 14 St. Mary's Gate. A Plan showing the location of nearby heritage assets, including Conservation Area boundaries, relative to the site is enclosed for ease of reference at **Appendix B.**

2.5 The Site is generally level with the existing building ground floor level varying from circa 36.5m AOD to 37.0m AOD.

2.6 The site does not contain any listed buildings or locally listed/ non-designated heritage assets. However, the site is situated within the north west corner of the St Ann's Square Conservation Area within in the City Centre.

Existing Building

2.7 The site is presently occupied by an architecturally unprepossessing 9 storey office led mixed use building at 39 Deansgate, known as Speakers House, including retail units at 8 St Mary's

The Site and its Surroundings

Gate, 10/12 St Mary's Gate, 41- 49 Deansgate (odd numbers) together with an area of Council Highway land which forms a footpath to the west along Deansgate.

2.8 The existing building has a net floor area in the region of 3,754 sq. m (40,408 sq.ft) with accommodation arranged over ground, mezzanine, and eight upper floors. A detailed schedule of accommodation for the existing building as of July 2021 is set out in table 2.1 below:

Table 2.1 – Schedule of accommodation

Floor	Tenant	Use Class (post September 2020)	Area (m^2)
Unit 1 – 8 St Mary's Gate	Spar	E	150
Unit 2 – 10/12 St Mary's Gate	Vacant	-	296
Unit 3 – 41 Deansgate	Greggs	E	92
Unit 4 – 43 Deansgate	Vacant	-	99
Unit 5 – 45 Deansgate	Bloom Cafe	E	234
Unit 6 – 47 Deansgate	William Hill	Sui Generis	80
Unit 7 – 49 Deansgate	Shuropody	E	165
Total Retail			**1,116sqm/ 12,013 sq.ft**
1st Floor Mezzanine	Vacant	-	180
1st Floor	Vacant	-	198
2nd Floor South	Vacant	-	213
2nd Floor North	Manchester Hair Growth Clinic	E	196
3rd Floor	Vacant	-	408
4th Floor South	Priority Recruitment Services Limited	E	213
4th Floor North	Manchester Hair Growth Clinic	E	197
5th Floor North	Legal HD Limited	E	193
5th Floor South	Investar City Living Limited	E	207
6th Floor South	Vacant	-	212
7th Floor South	Flight Centre	E	208
8th Floor South	Vacant	-	213
Total Office			**2,638 sqm/ 28,395 sq.ft**
Total Building			**3,754 sq. m/ 40,408 sq.ft**

2.9 There is a single existing vehicular access into the building, located to the east via Exchange Street, which is a designated pedestrian zone. Vehicular access to Exchange Street is therefore

The Site and its Surroundings

limited and controlled by droppable bollards. There is currently provision for 13no. car parking spaces on a raised deck to the rear of the existing building.

Building Condition

2.10 39 Deansgate was built in the 1960's and is increasingly in poor condition and ill-suited to modern requirements for floorspace. In 2013, the previous owner of the Site secured planning permission (ref. 103328/FO/2013/C1) to upgrade the building to create a more modern office environment and help bring the existing building back into good commercial use.

2.11 The proposal consisted of:

- External rendered areas to be painted in two-tone colour
- Cladding of podium
- Replacement of office entrance with a new glazed entrance, signage and canopy

2.12 Despite its relatively recent refurbishment the building is generally in a poor state of repair, and is nearing the end of its useful economic life.

2.13 The current floorplates on the upper floors are inefficient and are split by a central core which are unattractive to the market.

2.14 Furthermore, the existing upper floors have low floor to ceiling heights, with limited space above the suspended ceilings, which creates an oppressive environment which is unattractive to occupiers (covered later in this Statement).

2.15 The most recent building survey undertaken in 2017 highlighted aspects of the building that contribute to its poor condition including:

- The windows to the office areas are in poor condition with corrosion to the frames and leaks being evident in places causing damage to surrounding finishes. In addition, being single glazed thermal performance is poor and evidence of condensation is apparent.
- The condition and quality of the finishes to the office areas varies. Some are good and remain serviceable whilst others are heavily worn.
- Not all floors have accessible WCs.
- The fire escape staircase to the rear left hand corner of the property, serving the north wing is heavily soiled and weathered.
- The common yard area at ground floor level is subject to debris and pigeon droppings.
- There is an identified potential for asbestos within the building.

2.16 Despite significant marketing efforts on the part of the agents over the past 8 years the poor condition of the building has limited market interest. Occupiers which have taken space have typically done so on shorter term leases (i.e. less than 2 years) and generally have poor covenants, with a number defaulting. This places a substantial burden on building management especially in light of the current service charge deficit resulting from the running voids in the building.

2.17 It is noted that many potentially interested parties who view the building discount it due to its condition and configuration, even if flexible leases and reductions in rent are offered.

The Site and its Surroundings

2.18 In conclusion, the existing building is at the end of its economic life with further refurbishment considered to be cost prohibitive and impractical. It is inefficient and failing to optimise the use of this important Site on such a prominent corner in Manchester City Centre. Many of the novel design features associated with the 1960's design have become a maintenance burden over the years, during which time, this end of Deansgate has transformed significantly.

Existing Separation Distance to No.1 Deansgate

2.19 The existing separation distance from No.1 Deansgate, completed in 2002, is approximately 16.3m at its narrowest and 18.75m at its widest. Photographs at **Appendix C** illustrate the existing condition of the site together with current views from the offices and roof of 39 Deansgate to the residential apartments of No.1 Deansgate. Figures 2.2 shows the current view from the office at the site:

Fig 2.2 – View of No.1 Deansgate



Existing Management of the Building

2.20 The office building has an on-site manager present between 8am and 6pm Monday to Friday. Outside of these hours 24hr access is available to occupiers 7 days per week using a security fob or intercom system linked to the management company. This arrangement has been in place for a significant period of time (5 years +) and allows occupiers flexibility as to when they can utilise their office space, notwithstanding the fact the most occupiers keep traditional office hours (8am-6pm).

Heritage

2.21 Montagu Evans (ME), the Applicant's specialist advisers on matters of the historic environment and townscape, identify the existing building as being a detracting feature in the Conservation Area, within the setting of nearby listed buildings and the surrounding townscape. This is due to the lack of active frontages, the substantial mass, and an elevation that is poorly designed and clad in low-quality materials. The negative appearance and townscape effects are further compounded by the dark materiality of the building which lacks sufficient relief. The facades are not responsive or welcoming and lack sufficient articulation so appear as dead frontages when viewed from the immediate streetscape.

The Site and its Surroundings

2.22 The site itself detracts from the Conservation Area's visual amenity and function, particularly due to its prominent location on a major city centre vehicular and pedestrian junction. Furthermore, it has an inconsistent building line in comparison to adjacent and opposing neighbouring properties, particularly that of the Grade II* listed Barton Arcade which is immediately adjacent.

2.23 In summary, ME conclude that the architectural quality of the building (exterior design, massing, materials and detailing) is very poor, and the structure detracts from the Conservation Area and the setting of the adjoining II* Arcade.

Vehicular Access

2.24 There is a single existing vehicular access into the building, located to the east via Exchange Street, which is a designated pedestrian zone. Vehicular access to Exchange Street is therefore limited and controlled by droppable bollards.

2.25 The bollards are lowered automatically from 7am to 11am for servicing and deliveries. At any other time of the day, permit holders can lower the automated bollards with a fob.

2.26 Access to the podium car park is secured by gates, followed by a curved, priority-controlled ramp.

Parking Provision

2.27 The rear of the Site also currently provides access to a car deck for 39 Deansgate which currently has a capacity for 13 no. vehicles. It is understood that nine of these spaces are currently in use by occupiers of the building. There is currently provision for the storage of 15 bicycles at the Site.

Servicing and Deliveries

2.28 As noted above, service vehicles utilise the loading area to the rear of the building, which is accessed off Exchange Street. Access time to this loading area is limited to a four-hour time window in the morning, from 7am to 11am, where the bollards controlling the access to Exchange Street are lowered.

The Site and its Surroundings

SITE SURROUNDINGS

Strategic Context

2.29 As shown in figure 2.3 below, the Site is situated within the retail core in Manchester City Centre. It is also located within the Regional Centre and Ramada Complex Strategic Regeneration Framework Area (discussed in detail later in this Statement).

Figure 2.3 – Strategic Context



Neighbouring Uses and Character

2.30 As shown in figure 2.5 below, the surrounding area is typified by a mix of uses including retail (E(a)), food and drink (E(b)) office (E(g)(i))), residential (C3), hotels (C1) and a multi-storey car park (sui generis). This area of the City is in transition and well on its way to becoming a high-quality mixed-use area increasingly typified by tall buildings which in turn is altering the character of the surrounding area.

Fig. 2.5 – Surrounding Land Uses

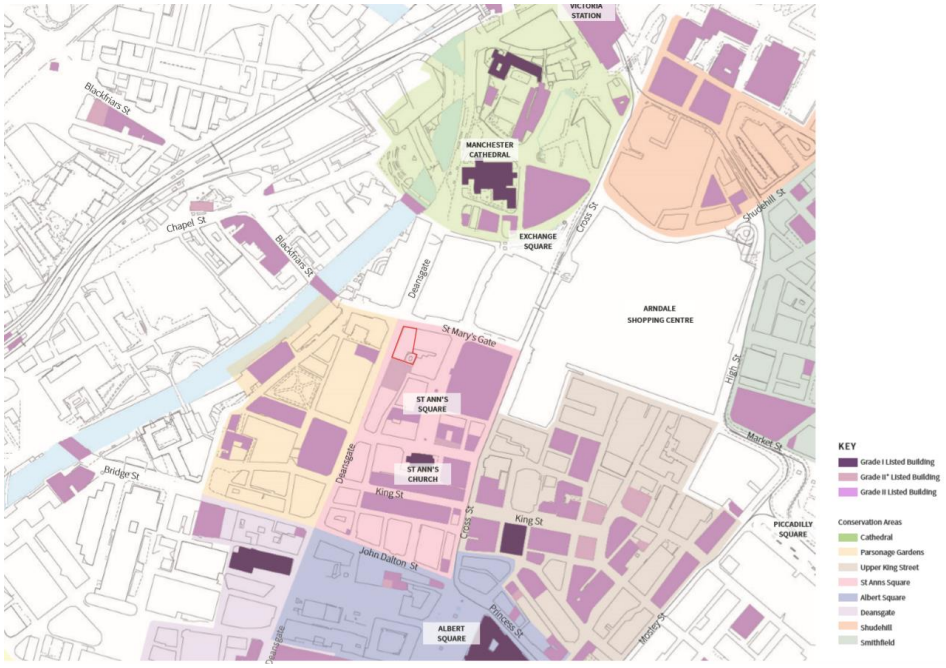


The Site and its Surroundings

Heritage Context

2.31 As shown on figure 2.5 below the Site falls within the St Ann's Conservation Area and is surrounded by a number of Listed Buildings including the Grade II* Listed Barton's Building including inter alia Barton Arcade (immediately adjoining the Site to the south); Grade II Listed Haywards Building; Grade II Former Royal Exchange Royal Exchange; Grade II No.16, St Ann's Square; Grade II Nos. 18 and 20, St Ann's Square; Grade II No. 22, St Ann's Square, and Grade I Church of St Ann. Further details on the heritage context are provided in the accompanying Heritage Statement prepared by Stephen Levrant Heritage Architecture and Heritage Addendum provided by Montagu Evans.

Fig. 2.5 – Heritage Designations



Scale and Form

2.32 The surrounding area is characterised by buildings demonstrating a mix of scale and form. As shown in figure 2.6 below there a number of taller buildings in the vicinity of the Site including No.1 Deansgate, a17-storey residential building located immediately to the north and the Renaissance Hotel located to the north west. Further to the north west of the Site across the River Irwell in Salford, a cluster of tall buildings are beginning to form around Chapel Street and Greengate.

The Site and its Surroundings

Fig. 2.6 – Existing Surrounding Scale



2.33 Whilst permission has now lapsed, it is important to note that MCC previously granted consent for the demolition of the Ramada Complex, situated immediately to the north west, and construction of four new buildings varying in height from ground plus 10 storeys to ground plus 35 storeys (ref. 088133/FO/2008/C1). This has not been shown on figure 2.6 above but indicates that the Council has previously accepted the premise of tall buildings around this key gateway node.

2.34 Furthermore, a consultation in currently underway for a proposed new 27 storey apartment as part of PAG's regeneration of the Ramada Complex SRF.

No.1 Deansgate

2.35 No.1 Deansgate, situated directly to the north of the site across St Marys Gate, is a 17 storey residential building designed by Ian Simpson Architects and completed in 2002. It comprises 84 no. apartments across 14 residential floors which are supported by steel columns above a two storey retail podium, comprising retail units at street level.

2.36 The external façade to the building incorporates a Glastec louver system. The louvres are a double skin solution and each apartment can manually open their louvres. The individual units have a motor with control unit linked to the Wind/Rain sensor and the Fire alarm louvred ventilation system. The façade encloses a series of winter gardens which provide circa. 2m of external space for residents to use, albeit that they do not comprise habitable space.

2.37 From a detailed review of Plans accessible on Manchester City Council's planning portal, the southern elevation of the building which faces directly on to the existing 39 Deansgate comprises 24no. (28%) of the overall number of apartments together with the double height retail units on the ground floor. This equates to 2no. apartments per floor from residential level 1 up to level 12 where there are 2no. triplex apartments. The height of No.1 Deansgate closest to the site is circa. 98m AOD (circa. 26m above the current highest point of 39 Deansgate). As shown below, at the narrowest point, from the face of the angled upper residential block to the north east corner of the site, the interface distance measures circa.

The Site and its Surroundings

16.3m. At its widest the separation distance stands at 18.75m due to the orientation of No. 1 Deansgate.

2.38 No.1 Deansgate is subject to no statutory or non-statutory designations and is afforded no protected views in planning terms.

STATUTORY DESIGNATIONS

2.39 The following designations are applicable to the Application Site and surrounding area. Further details of these designations can be found in the relevant technical assessments submitted in support of the Application as set out in table 1.1 of this Statement.

Heritage

Site Specific Designations

2.40 Whilst the Site does not contain any Listed Building or non-designated heritage assets it does, as previously mentioned, lie in the north west corner of the St Ann's Conservation Area within in the City Centre, as shown edged red in figure 2.4 above.

2.41 St. Ann's Square was the first Conservation Area to be designated by MCC, on 29 July 1970. The boundaries are Deansgate, St. Mary's Gate, Market Street, Cross Street and John Dalton Street, some of which are common boundaries with Conservation Areas designated subsequently.

2.42 The area is characterised by a number of landmark buildings, including the Grade II listed Royal Exchange, which dominates the north-eastern boundary of the Conservation Area. Situated in the heart of the designated area, is the Grade I listed Church of St. Ann. Although there are other architecturally fine individual buildings, it is the relationship of them to each other as components in the coherent streetscapes that dominates the area.

2.43 In terms of managing new development in the Conservation Area, the Council states in its description of the area[1] that (CBRE emphasis in bold):

"St. Ann's Square is in the commercial heart of the City, where almost every building accommodates shops on the ground floor. Encouragement of this variety will help maintain the character of the area. Where buildings need to be replaced, ***historic copies are not encouraged; instead high quality modern design, taking cues from the remaining historic buildings is promoted****. Building proposals should be designed to* ***enhance the existing quality of the built environment****"*

Surrounding Designations

2.44 The Site is situated to the east of Parsonage Gardens Conservation Area. The Conservation Area was designated in June 1985. Its boundaries are Blackfriars Street, Deansgate (a common boundary within the St Ann's Square Conservation Area), Bridge Street (a common boundary with the Deansgate/Peter Street Conservation Area) and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative boundary of the City of Salford.

[1] https://secure.manchester.gov.uk/info/511/conservation_areas/144/st_anns_square_conservation_area

The Site and its Surroundings

2.45 The Site is situated at a principal location within Manchester City Centre, as such, it has the potential to be visible from a number of the City's Centre Conservation Areas, including; the Cathedral Conservation Area and the Deansgate / Peter Street Conservation Area.

2.46 There are a number of listed buildings nearly, including Barton Arcade (Grade II* listed), Haywards Building (Grade II Listed), Boer War Memorial (Grade II listed), Former Royal Exchange (Grade II listed), No 16, 18-20, 22 St Ann's Square (Grade II Listed).

Nature Conservation

2.47 The Site is not subject to any statutory or non-statutory nature conservation designations. No habitats within the Site are species-rich or indicative of semi-natural habitats, Priority Habitats or invasive species, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), are present within the Site. There are currently no trees within or adjacent to the planning application boundary.

Landscape

2.48 The Site is not subject to any statutory or non-statutory nature conservation designations

Flood Risk

2.49 Environment Agency flood data indicates that the Site lies wholly within Flood Zone 1 (low probability) as shown on the flood map for planning extract in figure 2.6 below:

Fig 2.6 – Flood Map for Planning Extract



Source: https://flood-map-for-planning.service.gov.uk

Air Quality Management Area

2.50 The Site is situated within the Greater Manchester Air Quality Management Area (AGMA) which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO_2) air quality objective.

The Site and its Surroundings

ACCESSIBILITY AND SUSTAINABILITY

2.51 As shown in figure 2.7 below, the Site is situated in a highly accessible location in Manchester City Centre. It is situated on the edge of the City's prime commercial and retail areas, affording excellent accessibility by pedestrians, cyclists, public transport and road.

Fig. 2.7 – Movement and Accessibility



Pedestrian

2.52 The Site is highly accessible by foot with pedestrian footways directly abutting the Site along Deansgate and St Mary's Gate. Access to the office building is currently located off Deansgate, by level access. The footpath currently measures 6.3m in width.

2.53 A pedestrian crossing is located across Deansgate, outside Flight Centre in addition to the pedestrian crossing across St Mary's Gate (at the junction with Deansgate). To the east of the Site is St Ann's Square, New Cathedral Square and Market Street which are all pedestrianised public realm.

Cycle

Bee Network

2.54 The Bee Network proposal is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain, covering 1000 miles. In Manchester, 279 new or upgraded crossings are proposed enabling 94% of the population to use Beelines. Three miles of Beelines on busy roads are proposed.

2.55 There are currently cycle ways along King Street / West, St Mary's Parsonage and Blackfriars Street within the vicinity of the Site, and cycle stopping areas located on the cross-road junction adjacent to the Site.

2.56 The length of Deansgate is currently identified as a "Busy Beeway" on the Greater Manchester Beeway Map, which is a corridor or crossing point on busier roads that will require a higher

The Site and its Surroundings

level of design intervention to improve cycling and walking. The Site is in close proximity to the confirmed Beelines network in the City Centre which will allow future occupiers to benefit from the public realm improvements for better safety and quality of commute.

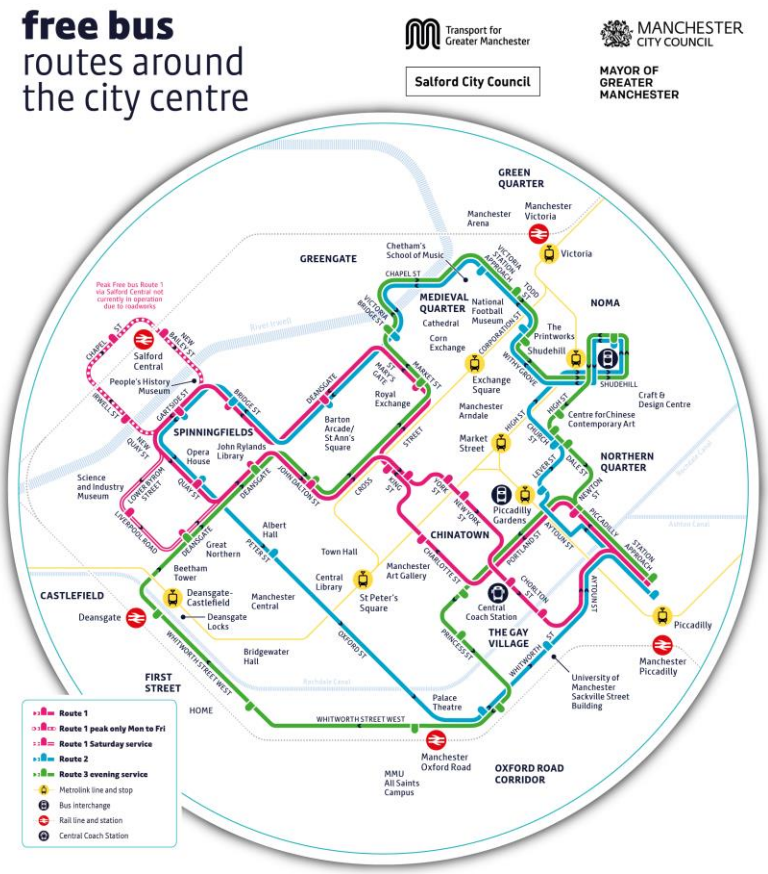
National Cycle Routes

2.57 There are two national cycle routes within proximity of the Site including National Cycle Route 6 to the south, accessed via Deansgate, and Route 66 to the east that can be accessed by on-road cycle routes running through the Northern Quarter.

Free Bus

2.58 Jointly operated by Transport for Greater Manchester (TfGM), MCC, Salford City Council and the GM Mayor the Free Bus across the City Centre, offers regular (10-12 minute) services between key areas of the City Centre including Piccadilly Rail Station, Shudehill Bus Station, Victoria Railway Station, and Oxford Road Railway Station. All three routes pass along Deansgate and stop outside Barton Arcade as shown in figure 2.8 below:

Fig. 2.8 – Manchester Free Bus Route



Source: https://tfgm.com/public-transport/bus/free-bus

2.59 Free Bus services have recently had operational hours extended until midnight Monday to Saturday (previously 7pm).

The Site and its Surroundings

Bus

2.60 There are a number of bus stops comfortably within 400m walk of the Site, with the closest being located on Deansgate, approximately 30m to the south of the proposed main access. There are also bus stops located along Blackfriars Street and Shudehill Interchange (c. 600m north-east of the site).

Metrolink

2.61 Manchester benefits from a regular tram system, with the nearest stop located in Exchange Square, approximately 300m to the north-east of the Site. The Tram Stop provides direct services to Shaw and Crompton, East Didsbury and Rochdale Town Centre, whilst also providing access to the wider tram network.

Railway

2.62 The closest Rail Station to the development is Manchester Victoria, located approximately 600m north of the proposed development. This station provides connections to national destinations including Manchester Airport, Newcastle Central, Liverpool Lime Street and Scarborough. It also provides more local services to stations including Ashton-under-Lyne, Salford, Eccles, Rochdale and Eccles.

2.63 Journey times have been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north.

Strategic Highway Network

2.64 Forming the western boundary of the site, Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south.

Summary

2.65 In summary, the Site is highly accessible by sustainable modes of transport, which are wheelchair accessible and usable by those with limited mobility. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and public transport choices.

PLANNING HISTORY

Relevant Site Planning History

2.66 The relevant planning history for the Site is set out in Table 2.2 below.

Table 2.2 – Relevant Planning History

Application Reference	Description	Status
123807/FO/2019	Change of use of part of 4th floor from Use Class B1 (office) to D1 (cosmetic surgery/procedures clinic)	Pending
105347/AO/2014/C1	Display of 1no. internally illuminated individual letter sign to St Mary's Gate elevation at first floor level and 1no. internally illuminated individual letter sign to Deansgate elevation at roof level.	Approved 22nd May 2014

The Site and its Surroundings

105199/NMC/2014/C1	Non-Material Amendment to planning permission 103328/FO/2013/C1 to allow the relocation of the shopfront door to 45 Deansgate, reduction in course heights of tiled cladding, correction of discrepancy between drawings and change of building name	Approved 15th April 2014
103328/FO/2013/C1	New facade cladding to Deansgate elevation on ground floor only, and painting of rendered upper floor external elevations.	Approved 10th October 2013
103335/AO/2013/C1	Display of one internally illuminated individual letter office sign to main office entrance at high level	Approved 8th October 2013

Other Relevant Planning Decisions

2.67 Other planning decisions in the vicinity of the Site that are of specific relevance to the proposals are set out in Table 2.3 below:

Table 2.3 – Other Relevant Decisions in the Vicinity of the Site

Application Reference	Description	Status
130446/FO/2021	Development comprising external alterations to the existing hotel building including new building entrance, creation of a rooftop bar and outdoor terrace, modifications to the conference suite mezzanine block, creation of a rooftop kitchen garden, modifications to the building facades, public art installations and other works.	Pending (10/08/2021)
130049/DEM/2021	Prior Notification for part-demolition of Premier House (which forms part of the Renaissance hotel complex).	Allowed 8th July 2021
1119/REP/2012/C1	Extension of time limit on planning permission 088133/FO/2008/C1 for demolition of existing buildings and re-development of site to construct four buildings varying in height from: ground plus 10 storeys; to ground plus 35 storeys incorporating 248 residential units (Class C3) : a hotel (Class C1); offices (Class B1); retail (Class A1); financial and professional (Class A2); restaurant and cafe (Class A3); drinking establishment (Class A4); hot food take away (Class A5); and 599 basement car parking spaces set within fully accessible public realm including new public open spaces; new pedestrian connections and new riverside walkways and spaces: together with related highways, access and servicing works, landscaping and associated works.	Approved 3rd April 2013 (Lapsed)
088133/FO/ 2008/C1	Demolition of existing buildings and re-development of site to construct four buildings varying in height from: ground plus 10 storeys; to ground plus 35 storeys incorporating 248 residential units (Class C3) : a hotel (Class C1); offices (Class B1); retail (Class A1); financial and professional (Class A2); restaurant and cafe (Class A3); drinking establishment (Class A4); hot food take away (Class A5); and 599 basement car parking spaces set within fully accessible public realm including new public open spaces; new pedestrian connections and new riverside walkways and spaces: together with related highways, access and servicing works, landscaping and associated works.	Approved 10th June 2009 (Lapsed)

2.69 The above permissions relate to land and buildings bounded by Blackfriars Street/Victoria Bridge Street/Deansgate and the River Irwell Manchester (i.e the Ramada Complex). The importance of this decision is that it establishes a precedent for taller buildings (up to 35 storeys) around this important gateway location albeit that is it acknowledged that this permission has now lapsed.

The Site and its Surroundings

Changing Character of the Local Area

2.70 In addition to the above, it is important to note the significant amount of development that occurring around Chapel Street and Greengate regeneration areas in Salford. This area of the City is transforming to become a high-quality mixed-use area increasingly typified by tall buildings which in turn is altering the character of the surrounding area.

2.71 Furthermore, through the realisation of the visions for the Ramada Complex SRF and St Mary's Parsonage SRF, this end of Deansgate will be truly transformed, creating its own unique sense of place, a key characteristic of which will be high quality design and increased height.

3.0 Economic and Regeneration Context

3.1 This Chapter sets out the economic and regeneration context of the scheme proposals and is informed by CBRE's market leading Manchester Office Agency Team.

MANCHESTER STRATEGIC REGENERATION CONTEXT

Manchester's Economic Recovery and Investment Plan 2020

3.2 The Powering Recovery plan sets out how Manchester will emerge from the Covid 19 Pandemic and other recent challenges including the uncertainty of Brexit. The plan is ambitious and seeks to build on recent investment in economic assets and infrastructure and accelerate growth in high-productivity sectors. It builds on the aims of the Our Manchester Strategy (detailed below).

3.3 For the City Centre the focus is on improving the functionality of the city centre to further develop its role as the employment centre for the wider city region. The plan identifies that working alongside the private sector will be a key part of the City's economic recovery.

Our Manchester Strategy 2016-2025

3.4 The Manchester Strategy 2016-25 was adopted by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:

- *"Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas*
- *Possess highly skilled, enterprising and industrious people*
- *Be connected, internationally and within the UK*
- *Play its full part in limiting the impacts of climate change*
- *Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well*
- *Be clean, attractive, culturally rich, outward-looking and welcoming"*

3.5 To help realise this vision the Strategy identifies a series of objectives/ metrics against which progress can be assessed. These five themes are as follows:

- **A thriving and sustainable city**: supporting a diverse and distinctive economy that creates jobs and opportunities
- **A highly skilled city**: world class and home grown talent sustaining the city's economic success
- **A progressive and equitable city**: making a positive contribution by unlocking the potential of our communities
- **A liveable and low carbon city**: a destination of choice to live, visit, work
- **A connected city**: world class infrastructure and connectivity to drive growth

3.6 The Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement

Economic and Regeneration Context

Ramada Complex SRF

3.7 The Site sits at a key junction of Deansgate and forms the western approach to the City's main retail core. The area surrounding the Site is transforming with a number of developments taking place to the north and west, beyond the River Irwell (e.g. Embankment, and Chapel Street) as well as Greengate, Noma and around Victoria Station. The Site is also located to the south of the Medieval Quarter SRF and to the east of the Irwell City Park Area. In this regard, MCC have recognised the regeneration opportunities of the Site and have developed the Ramada Complex Strategic Regeneration Framework (SRF), of which 39 Deansgate forms part of.

3.8 In May 2018, the Council Executive endorsed an updated SRF for the Ramada Complex which serves to guide the future comprehensive regeneration of land in this area and will act as planning guidance and form a material consideration to be considered by the Local Planning Authority in the determination of future planning applications. The Council stated that:

"The Ramada Complex occupies a strategic location within the retail core of the city centre, and is the last component of the renewal area to undergo development."

3.9 The vision for the Ramada Complex SRF area is to create (CBRE emphasis in bold):

"A distinctive new City Centre ***destination*** *focused around a best in class landscaped public square, which* ***positively interfaces*** *with Deansgate and the River Irwell, connecting the site into the surrounding City Centre context, alongside* ***high-quality buildings*** *to accommodate high-value residential units, a full service internationally branded hotel offer and* **complementary ground floor uses,** *to create a real sense of place".*

3.10 As identified at paragraph 2.2 of the SRF, this vision:

"aligns with and supports Manchester's economic objectives, quality of life and community objectives and complements the City Council's wider regeneration initiatives throughout the Regional Centre and beyond".

3.11 In terms of 39 Deansgate paragraphs 6.72 to 6.74 of the guidance states that (CBRE emphasis in bold):

*"****The current mix commercial and retail uses represent the preferred ongoing uses*** *for this site given its location within Manchester City Centre's commercial core. Any proposals that safeguard or further enhance this function of the site will be favoured. Proposals for uses that move either wholly or partly away from the existing commercial offer would not be accepted on this site unless it can be demonstrated that the continued function of the site for commercial retail uses is unviable, or that an alternative use would, on balance, deliver greater public benefit to the City than the existing uses when considered against Manchester's overall strategic policy requirements and vision. Should appropriate proposals come forward for the redevelopment of 39 Deansgate,* ***height will need to be determined through contextual appraisals and townscape analysis*** *of the site and* ***following further consultation with the Local Planning Authority****".*

3.12 The SRF sets a series of wider development principles for the area covering the following key overarching themes:

- ***"Place-making:*** *Uses should attract activity at different times of the day and week and encourage visitors and the widest possible public participation. This will be through providing permeability at and around the site's edges whilst maximising views to local assets such as Manchester Cathedral, the River Irwell and Deansgate. The quality and distinctiveness of the architecture will complement the existing and future skyline of the City*

Economic and Regeneration Context

at a key City Centre intersection, will allow engagement with both the river and the Cathedral, and will promote a scheme that is transformational and distinctive. Public realm treatments will be of the highest possible quality.

- ***Scale and Density**: The level of upfront investment required to deliver comprehensive regeneration will require a high density of development that is commensurate with other recent regeneration initiates in Manchester such as Spinningfields….For high density models of regeneration to be successful, great emphasis on the high quality of the place making is required. In terms of height, it is envisaged that this should step up away from the Cathedral, and the distribution of height across the site will respond to the need for good levels of sunlight and daylight to dwellings, amenity spaces and public open spaces, as well as provide opportunities to create views through the site.*
- ***Best in Class Uses:** The proposed development will be high quality, distinctive and add value to the City Centre's current offer. The ground floor uses would be aligned to a non-institutional and therefore flexible commercial and leasing strategy, allied to a carefully curated target occupier list and an ongoing occupier management strategy.*
- ***Rebalancing Deansgate:** Creating a quality, pedestrian dominated public space on Deansgate north of St Mary's Gate. The aim is to improve pedestrian environment and encourage footfall along Deansgate to the Ramada SRF area towards the River Irwell. It is envisaged that the road width will be reduced and general traffic to be limited to southbound flows only, whilst perpendicular crossings "super crossings" will be introduced. Access for buses & Metroshuttle would continue in both directions, controlled by an access control.*
- ***Environment and Sustainability:** Development should be accessible to all, create a safe and secure environment, and promote future adaptability and resilience to climate change. Low carbon homes with low energy and resource demand will be encouraged as basis for future affordability, energy security and efficiency, whilst the full impact on air quality should be managed and mitigated".*

3.13 In summary, the SRF identifies this area as an opportunity to create a form of development that both creates a new landmark and City Centre destination, whilst also positively responds to the key natural and man-made assets in this part of the City Centre (including the Cathedral and River), pedestrian desire lines and City Centre viewing corridors. MCC identify the Site as suitable for physical regeneration and identify the pressing need to transform this highly prominent City Centre site.

MANCHESTER OFFICE MARKET

3.14 A detailed overview of the current office market and where the proposals sit relative to that are set out at **Appendix D.** The report pared by CBRE covers the following:

- Letting viability of existing building;
- Manchester office market overview;
- Covid-19 & the future of Manchester Grade A offices;
- Occupier's building selection criteria;
- Current & predicted occupier trends; and
- Letting viability of proposed scheme

Economic and Regeneration Context

LOCAL GOVERNMENT FINANCE SETTLEMENT

3.15 In December 2020 the Government released a consultation paper setting out proposals for the Provisional Local Government Finance Settlement 2021-2022. This consultation seeks views on proposals for the local government finance settlement for 2021-22, in particular from representatives of local government, before determining the final amount of Revenue Support Grant and its allocation to receiving authorities and the specified body.

Business Rate Retention

3.16 From April 2013, local government has been funded in part through the business rates retention scheme, with the rationale that Local Authorities would have more control over the money they raise and are able to benefit directly from supporting local business growth.

3.17 When the scheme started in 2013-14, the Government committed that Baseline Funding Levels and Business Rates Baselines, which are used to determine tariffs and top-ups, would be fixed in real terms until the system was reset. The Government therefore proposes not to alter the existing mechanism for determining tariff and top-up payments in 2020-21. These elements will therefore be uprated in line with the change in the small business non-domestic rating multiplier.

3.18 The consultation paper is clear that Local Authorities in Devolution Deal areas will continue to benefit from increased levels of business rates retention in 2020-21.

3.19 The Business Rates baseline funding level is to increase by CPI inflation in 2020/21, based on the September 2019 percentage increase. This is expected to be 1.8% and would provide £0.3bn nationally with Manchester's increase estimated at £3.2m from 2020/21. It is also expected that Revenue Support Grant (RSG) will be inflated, which would equate to a further £1m for Manchester.

3.20 Devolution Deals are to continue in 2020/21 and 100% business rates retention pilots, which include Greater Manchester, have been confirmed for next year. The Greater Manchester pilot has been in place since 2017/18 with 50% of the benefits transferred to GMCA for specific approved purposes benefiting the wider region. The 75% pilots which commenced in 2019/20 have been discontinued. The City Council no longer receives RSG as this was rolled into Business Rates as part of the 100% retention pilot, therefore, it is expected that there will be a reduction to the tariff payment to Government to recognise the additional funding.

3.21 Both the Fair Funding review which will set out the revised resource allocations for each Local Authority and the proposed business rates reset and reform proposals are to be delayed by one year from 2020/21 to 2021/22.

3.22 In this context, the generation of additional Business Rate contributions will provide an important funding stream to the Council in the future.

4.0 Proposed Development

4.1 This Chapter provides a summary of the background to the scheme which sets the context within which the proposals have evolved, before providing a full description of the proposed development.

DESCRIPTION OF DEVELOPMENT

4.2 This application is seeking Full Planning Permission for the following:

"Erection of a 17 storey building comprising office use (Use Class E(g)(i)) and flexible ground floor commercial units (Use Classes E(a),(b),(c) and sui generis 'drinking establishment'), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building"

4.3 Details of the proposed development are provided below. This Chapter should be read in conjunction with the accompanying Design and Access Statement and application drawings (detailed in the accompanying covering letter) prepared by Sheppard Robson Architects.

DESIGN EVOLUTION

4.4 In developing the scheme proposals, rigorous technical baseline and viability testing has been undertaken. This comprehensive approach to technical analysis and understanding the strategic context has led to the evolution of the final design concept. The design narrative and rationale for the proposed design is set out in detail in the accompanying Alternatives and Design Evolution Statement and Design and Access Statement. CBRE's Office Agency Team has provided detailed advice to the design team in order to provide a product which is designed with the occupier in mind, providing much needed office stock to satisfy current and future occupier demand.

DEVELOPMENT PROPOSALS

Use and Amount

4.5 A schedule of accommodation detailing the quantum of development proposed is set out in table 4.1 below:

Proposed Development

Table 4.1 - Proposed Schedule of Accommodation

	gross internal		Offices nett internal		Retail nett internal		Plant		Other	
	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²
Roof									Roof Terrace ↓	
Fifteenth floor	549	5,912	319	3,434			291	3,134	180	1,936
Fourteenth floor	1,033	11,120	804	8,657				0	19	200
Thirteenth floor	1,033	11,120	804	8,657				0	19	200
Twelfth floor	1,033	11,120	804	8,657				0	19	200
Eleventh floor	1,033	11,120	804	8,657				0	19	200
Tenth floor	1,033	11,120	804	8,657				0	19	200
Ninth floor	1,033	11,120	804	8,657				0	19	200
Eighth floor	1,033	11,120	804	8,657				0	Tenants Store ↑	
Seventh floor	1,033	11,120	804	8,657				0		0
Sixth floor	1,094	11,777	865	9,311				0		0
Fifth floor	1,094	11,777	865	9,311				0		0
Fourth floor	1,094	11,777	865	9,311				0		0
Third floor	1,098	11,821	869	9,352				0		0
Second floor	1,092	11,758	863	9,287				0		0
First floor	1,092	11,758	863	9,287				0		0
Mezzanine	936	10,073	661	7,118				0	Reception ↓	
Ground floor	1,073	11,552		0	454	4,886		0	222	2,386
Basement	895	9,629		0		0	458	4,932	214	2,299
Lower Basement	0	0		0		0		0	Cycle Facilities ↑	
Total	18,283	196,795	12,604	135,672	454	4,886	749	8,067	727	7,823

** NB - Areas reflect stage of development and subject to change. Totals include fractional rounded up decimals not shown*

Layout

4.6 The proposed development comprises a flexible arrangement of lettable spaces around a central core with associated back of house (BOH) spaces kept to a minimum and pushed to the rear of the building, so as to maximise front of house (FOH) space and active frontages along Deansgate and St Mary's Gate.

4.7 The proposals have been designed to BCO standards and as shown on the accompanying Proposed Floor Plans prepared by Sheppard Robson Architects comprises the following elements:

Basement

4.8 To encourage sustainable travel and reduce the reliance on cars, a secure 'cycle hub' is proposed at basement level, which will contain extensive facilities for runners and cyclists. This will include:

- Secure cycle storage for 96 spaces (exceeding BREEAM and MCC requirements);
- Cycle maintenance area;
- Self-contained shower and changing cubicles, with vanity area;
- Heated drying area for equipment;
- Lockers for personal storage;
- Accessible WC and Shower; and
- Direct access to the main reception lobby via the main core, offering a 'cycle in / cycle out' facility.

4.9 Access is via the service yard to the rear of the development and via a large wide shallow stair with central reservation for wheeling bikes up and down. From the cycle store, users can directly access the facilities and then the main circulation core.

Proposed Development

Ground Floor

Retail

4.10 In accordance with development principles set out in the endorsed Ramada Complex SRF, the proposal includes 2no. flexible retail units at ground floor level which will incorporate appropriately propositioned glazing in order to maintain and enhance the existing character of the area.

Reception

4.11 The upper office areas are accessed via a prominent main entrance centrally located fronting onto Deansgate. The entrance leads directly to a reception area and then on to a lift lobby via the secure line of the building, likely in the form of a manned reception desk and speedgates.

4.12 The reception lobby will have associated breakout seating and internal access to retail unit 2, which is envisaged as a co-located food and beverage outlet that can open out into the reception area.

Core

4.13 The core has 6 no. passenger lifts with one doubling as a firefighting lift and another doubling as a goods lift. There are also 2 main staircases, one being a firefighting stair. The upper levels include tenant's WC facilities and some floors also have tenant stores. The core has been designed in coordination with office agency to maximise efficiency and lettable area on the office levels.

Back of House (BOH)

4.14 The building will be serviced from the existing BOH access route leading from Exchange Street. Direct access to a goods lift is available via the rear entrance without the need for maintenance personnel to circulate through FOH/BOH areas. A bin store is located to the rear of the ground floor BOH area. The secure cycle store located at basement level is accessed via a secure gate to the rear of the building at ground level which leads to a wide, shallow stepped stair with a central reservation for wheeling bikes up and down.

Substation

4.15 A new substation will be constructed adjacent to the existing sub-station in order that commissioning/decommissioning can occur simultaneously. Once decommissioned, the old substation will be replaced by a new transformer for the proposed development.

Upper Floors (Mezzanine – 15th Floor)

4.16 A range of flexible upper office floorplates are proposed which vary in area as follows:

- Mezzanine – 661m^2
- First to Second Floor – 863m^2
- Third Floor – 869m^2
- Fourth to Sixth Floor – 865m^2
- Seventh to Fourteenth Floor – 804m^2
- Fifteenth Floor – 319m^2

4.17 The proposed development will be delivered on a Shell & Core basis with CAT-A fit-out to office floor plates. Future tenants will be responsible for the CAT B fit-out of individual demises.

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A 1.5m space planning grid has been utilised as is standard across most corporate office fit-outs.

4.18 The following general space planning principles have been used in designing the proposals:

- Workstations organised within an open plan layout, to a workplace density of between 6m^2 per person (call centre) to 10m^2 per person (high quality executive office);
- Maximum use of natural lighting to the perimeter edge;
- Cellular space concentrated around the core, where natural light levels are lower;
- Breakout spaces for use as informal meeting spaces, and
- Kitchenettes / Print hubs near the core

4.19 Keeping columns to the perimeter of the building on a 6 metre structural grid, and utilising long spanning deep castellated beams, provides optimal flexibility for future tenants.

4.20 Consistent with the speculative nature of the development, the office floorplates have been designed to be flexible and adaptable to the myriad requirements of future tenants.

Roof Terrace

4.21 It is envisaged that the external roof terrace will operate as either a communal co-work area for the office on the fifteenth floor or alternatively as an amenity space for the development.

Public Realm/ Footpath

4.22 The proposed development seeks to re-introduce the historic build line which was lost following the bombing and subsequent clear of the Exchange Buildings, formerly present on the Site.

4.23 Bringing the front of the building forward to coincide with that of the adjacent Barton Arcade will reduce the footway on Deansgate from 6.3m to 4.4m. However, this will reanimate this space, creating a more engaging frontage at the pedestrian level, whilst still allow ample room for pedestrian flows. In order to alleviate any potential bottlenecking on the corner of Deansgate and St Mary's Gate, the doorway will be chamfered.

Scale and Massing

4.24 The proposed development is a 17-storey building comprising sub-basement, basement, ground, mezzanine and 15 upper floors.

4.25 During the design process considerable attention has been paid to the scale and massing of the proposals, with the detailed design informed by the Site's existing and emerging context together with technical assessments by the project team. The CGI's at **Appendix G** illustrate how the proposed development will positively respond to its surroundings.

4.26 One of the key steps taken to 'soften' the massing was to remove the dog-leg section present on the lower floors from level 7 onwards in order to ensure that it is not readily visible. The result is a rationalised rhomboid shape with a more elegant proportion and slender Southern elevation.

4.27 Furthermore, in order to break up the massing and create visual interest to the skyline and facade, a number of façade interventions were explored within the massing of the block. The base proportion responds to the pre-dominant four-five storey eaves datum in order to tie into the existing street scene. The proposed plan also steps out beyond the existing building line of Speaker's House in order to re-establish the continuous frontage along Deansgate, re-emphasising the strong urban grain which is characteristic of the area. At street level,

Proposed Development

chamfering the corner of the northern retail unit will alleviate any potential bottle necking to the intersection of Deansgate and St Mary's Gate. The Applicant has prioritised a high-quality, 'crafted' facade. Articulation and character are achieved through facade proportion and careful detailing. Though the main facade is primarily composed of slender, repeating elements, the base condition breaks this rhythm with the horizontal members subtlety referencing the arch form common to Barton Arcade. At third floor level, angled glazing picks-up on the character of the surrounding roofscape.

4.28 As acknowledged in the Ramada Complex SRF, the junction of Deansgate and St Mary's Gate forms an important gateway into the City Centre that creates opportunities for height where long-distance views across the City Centre culminate. This view has been supported by Historic England during pre-application discussions who conclude that the height of the proposed development is considered to be appropriate in this location.

4.29 The character of the surrounding area is evolving. The proposals for a landmark building at 39 Deansgate taken together with the existing 17 storey No.1 Deansgate, strategic proposals for the Ramada Complex, and redevelopment potential of Maybrook House opposite, will create a node of taller buildings around this key axis which will create a sense of 'place', reanimating the current poor-quality environment and adding positively the City's skyline.

Appearance and Materiality

Appearance

4.30 A 'tripartite order' or, subdivision of elevations creates a commonality between many of the surrounding buildings. Distinctive features of this order include:

- A larger civic proportioned base section of retail bays chamfered corners and framed recessed entrances.
- A unified and repetitive mid-section of regular vertically proportioned windows within bays that establish hierarchical elements to tie the sections together.
- An articulated top-section that adds visual interest and animates the skyline.

4.31 This approach represents a more sensitive contextual building solution that addresses its location within a heritage setting whilst also creating an active, vibrant street level and an interesting animated skyline.

Materiality

4.32 It is important that the facade responds to surrounding heritage assets including Barton Arcade, but also, that it is interpreted in a modern contemporary way so as to avoid the pastiche.

4.33 For this reason, a tonal aluminium is proposed in order to give a crisp, clean finish that will provide a playful contrast in light and shade across the subtly folded profiled piers and banding.

4.34 Anodised aluminium is not considered appropriate for the proposed development due to the angles and folds in the facade elements, however, there are many metallic PPC coatings that provide a distinctive sheen and depth, whilst giving a more consistent surface finish.

4.35 As part of the decentralised ventilation strategy, 'look-a-like' spandrel panels with concealed vents at intermediate floor junctions will be overlaid with decorative metal screens.

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4.36 They are envisaged to reflect the layering effect of the delicate ironwork throughout Barton Arcade. The decorative metal screens will be matched to the colour of window framing.

4.37 A perforated metal vent panel will also be incorporated within the profiled metal banding.

Landscape and Public Realm

External Roof Terrace

4.38 An external roof terrace is proposed for use by occupiers of the building. The terrace, which affords views over the City Centre, will include seating areas together with areas of managed raised planters.

Green Infrastructure

4.39 Currently, the Site does not incorporate any planting or specific features to enhance biodiversity.

4.40 It is therefore proposed that the green/ blue roof proposed whilst not publicly accessible, will provide a 'stepping stone' for biodiversity, targeting species reasonably possible to benefit i.e. birds, bats, bees and other insects. Furthermore, the planters to be incorporated on the roof terrace will constitute an additional opportunity to enhance biodiversity together with contributing to creating an attractive environmental for occupiers.

4.41 The green/ blue roof would incorporate:

- Vegetated trellis supporting native climber species to enclose the space between the lift overruns;
- Bat boxes erected on the eastern wall of the eastern lift overrun;
- Installation of 2 no. wooden frames approximately 1.5 x 1.5 to be filled with material to create two 'bug hotels;' and
- The remaining 'blue roof' roof area to accommodate a wildflower bed to be established by sowing a wildflower seed mix.

4.42 The proposed landscaping, including green/ blue roof, is to be actively managed through a Landscape and Ecological Management Plan.

Public Realm

4.43 The footway adjoining the Site on Deansgate and St Mary's Gate will be improved and upgraded by the Applicant in the immediate vicinity of the Site following construction works. Opportunities for the planting of street trees will be explored and agreed with the Council. A tree pit feasibility plan has been provided with the application indicating that the provision of a tree outside the building is achievable.

Access

Access into the Building

4.44 Access for office users will be via the new dedicated entrance off Deansgate and will be step-free from street level. The site as a whole is relatively flat, rising approximately 100mm from Barton Arcade to the junction between Deansgate and St Mary's Gate, resulting in a good opportunity for level access across the planned development without the need for any step changes between the office and retail entrances.

Proposed Development

Inclusive Access

4.45 Inclusive access has been integrated into all aspects of the design, whether for use by building personnel or occupants, and is compliant with Approved Document Part M. All parts of the building (with the exception of some plant rooms) will be accessible via step-free level access and/or lifts).

OPERATIONAL MANAGEMENT

4.46 This section sets out how the proposed development will be managed operationally. It should be read in conjunction with the accompanying Operational Management Strategy and Waste Management and Servicing Strategy.

Parking

Car Parking

4.47 The proposed development will be 'car-free' and would result in the removal of the existing 13 no. car parking spaces currently at the building. This approach is in line with the Council's aspirations to change how people travel into and out of the City Centre, increasing the number of non-motorised trips and usage of public transport[2]. Despite the Site's highly sustainable location in close proximity to a range of sustainable transport modes should occupiers choose to drive, then there a number of public car parks in the local vicinity.

Secure Cycle Parking

4.48 A secure 'cycle hub' containing 96 cycle spaces and other facilities to encourage occupiers to cycle will be provided in the basement.

Deliveries, Servicing and Waste Management

4.49 As detailed in the accompanying Waste Management and Servicing Strategy prepared by Curtins the following provisions are proposed:

Waste Management

Office

4.50 Bin capacity has been calculated using MCC standards, for weekly collections. For the proposal, this equates to a requirement for 44 bins. As required for all commercial developments, the building operators will enter into a commercial waste agreement with a registered waste carrier and ensure that the number of collections is suitable for the volume of waste produced. In this case, it is proposed that the building operators will have 3 collections per week.

4.51 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 660l and 240l wheeled bins. Table 4.2 below summarises the required waste containers per stream for the proposed development. This table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document.

[2] Manchester City Council, Revised City Centre Transport Strategy Executive Committee Report (16 October 2019)

Proposed Development

Table 4.2 - Office Bin Requirement

Waste Stream	No. of Bins
Non-recyclable Waste	5x 1,100l
Dry Mixed Recycling	4 x 1,100l
Glass Recycling	1 x 1,100l + 1 x 240l
Office Use Total	10 x 1,100l + 1 x 240l = 11 bins

4.52 In order to accommodate the necessary bin requirements, with some built in flexibility, the refuse store, as shown on the accompanying floorplans, has been designed to receive 12 no. 1,100l bins.

4.53 Given the use of the building, most of the stored waste is anticipated to be recycled paper waste. The inclusion of a small waste compactor in the bin store or basement could further reduce the number of bins required or the regularity of collections.

Commercial Retail

4.54 Each of the retail units will be required to provide their own refuse and recycling storage within their demise. The exact sizes and locations will be dependent on individual tenant requirements and anticipated volume of waste produced. Each tenant will be required to ensure that their waste storage area is monitored and maintained to keep the development clean and tidy.

Refuse Collection Point

4.55 There are two collection points proposed for this development. The main collection point will serve both the office use and retail unit 2. This collection point will be located at the proposed service yard, to the east of the proposed development and accessed off Exchange Street.

4.56 The secondary collection point will serve Retail Unit 01 and will be located at the existing loading bay along St. Mary's Gate, in the immediate vicinity of the site. This loading bay has an approximate length of 22m and is considered suitable for the intended use.

Servicing and Deliveries

Servicing Access

4.57 In terms of servicing and deliveries, vehicles would enter the Site via the existing access off Exchange Street and stop at the proposed service yard. Access to the service area will be performed in a similar fashion to the current arrangements and would be limited by droppable bollards, which are lowered automatically from 7am to 11am for service vehicle access.

Service areas

4.58 The service yard within the development has been designed to accommodate a 10m Rigid HGV. On the ground floor delivery, refuse, and plant rooms would be concentrated towards the southeast of the site, in the immediate vicinity of the loading area.

4.59 In addition to the above there are temporary loading areas locate along St. Mary's Gate that could be utilised by the development. In the immediate vicinity of the site, there is an approximate 22m long loading bay. This loading bay is complemented by an additional loading bay of approximately 12.5m, located opposite the development.

Servicing Arrangements

4.60 Table 4.3 below provides an estimated frequency of servicing for the proposed development once fully occupied and is considered to represent a worst-case scenario.

Proposed Development

Table 4.3 – Estimated Servicing Frequency

Servicing	Frequency (Times per Week)	Typical Vehicle Type
Waste	7	10m Refuse Vehicle or Smaller
Programmed Deliveries	5	10 Rigid HGV or Smaller
Development Total	12	-

4.61 Although the overall office use will increase, it is Curtins view that the number of deliveries will not increase as a result. Typically, the same company delivers all parcels at the building, regardless the number or size of the companies. On this basis, the number of programmed deliveries has not been changed, as the uses will remain similar to the existing uses. Furthermore, as a result of the reduction in the number of commercial units, it is expected that the number of deliveries will be lower than the existing, adding robustness to the forecast.

Safety and Security

4.62 A 'Crime Impact Statement' has been produced by Greater Manchester Police – Design for Security which made several recommendations which have been incorporated into the design including:

- Robust control of access in and around the building.
- Extensive CCTV coverage of the building.
- Fob access to the cycle store to be monitored and fobs issued to genuine cyclists.

4.63 The building will be accessible during normal operating hours via the main entrance, with access to the office floors controlled by reception staff and electronic pass gates. Outside operating hours the building will be completely secured around the perimeter with no access to any parts of the building without permission.

4.64 An electronic pass gate will be provided at the entrance to the basement cycle store to control access. From within the cycle store, access to the changing facilities will be electronically secured at key locations. Access to the upper office floors will be via the main circulation core and lift lobby. It is intended at this stage that lifts will employ destination control to limit access to users own floors.

4.65 CCTV will monitor important locations such as the main building entrance, goods entrance and cycle store entrance.

Fire Escape and Fire Service access

4.66 The main protected fire escape will lead from the firefighting stair core and discharge directly onto St Mary's Gate; notwithstanding the ability to evacuate via the main entrance and the goods entrance also.

4.67 The Fire Service will gain access via the main entrance and from there can directly access the protected firefighting core.

Opening Hours

Office

4.68 It is proposed that occupiers would have 24-hour access to the office space which would be controlled by fob access. This will mirror the existing arrangements.

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Roof Terrace

4.69 In terms of the external roof terrace, the use of this space would be limited for use between 07:00 and 23:00 Monday to Friday and between 10:00am and 10:00pm on Saturday, Sundays and Bank Holidays. The roof terrace will be actively managed by the facilities team and will be access controlled.

Commercial Retail

4.70 In is anticipated that the commercial retail units will be operational during typically trading hours in line with surrounding operators. Opening hours are to be agreed.

Signage

4.71 A signage strategy for both the office and commercial retail use will be guided by the requirements of occupiers and informed by MCC guidance. Signage details will be agreed through submission of a separate advertising consent application.

CONSTRUCTION MANAGEMENT

4.72 A Construction Management Plan accompanies this Planning Application and describes how, subject to approval, the approach that will be taken during construction. The Applicant is committed to minimising disruption to local business and residents as far as practicable. To this end, the Applicant will seek to ensure that prospective Contractors are registered with the Considerate Contractors Scheme. Construction activities will be undertaken in line with MCC's standard construction working hours to minimise noise disturbance to surrounding properties.

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SUSTAINABILITY

Embedded Sustainable Design Features

4.73 Proposals have been developed with sustainable design and innovation as a key priority, from controlling solar gain through passive measures, through to incorporating low and zero carbon technologies to reduce day to day emissions.

4.74 This is demonstrated through a commitment to a BREEAM 'Excellent' rating for the office space with the Applicant prioritising a "Fabric First" approach to sustainability which reduces the energy required to heat and cool the building and negates the need for Photovoltaic's to generate energy. As such, target U-Values for the building envelope are a 28.9% improvement over the current Part L2A building regulations.

4.75 The development, in acknowledgement of MCC's desire to reduce vehicles in the city centre, has no vehicular parking provision and instead provides enhanced cycle parking facilities over and above the levels prescribed by both MCC and BREEAM.

4.76 As part of the sustainable drainage strategy, the scheme has a 'blue roof' for rainwater attenuation to reduce the impact of urban runoff.

4.77 The scheme also includes biodiversity features, such as bat boxes, bug hotels and a roof level wild-flower bed.

4.78 For full details please refer to the Energy, Sustainability and Waste Management Statement and BREEAM Pre-assessment submitted with this application.

Heating and Cooling

4.79 The external envelope of the building will be sealed to minimise air leakage, therefore windows will not be openable. Fresh air will be provided by mechanical means on a decentralised floor by floor basis which gives tenants not only increased flexibility but also increased control with a view to saving energy.

4.80 In addition to external shading provided by the deep facade profiles and high-performance glazing, there is reduced glazing generally on the South facade in the form of insulated look-a-like panels to help reduce overheating. Furthermore, internal blinds will be used to provide another layer of solar control and prevent glare for occupants, reducing the loading on the mechanical systems.

Ventilation Strategy

Offices

4.81 Ventilation for occupiers will be provided by decentralised plant installed within the footplate of each space. Plant will be configured as ceiling mounted heat recovery units with integral filters and VRF heating/cooling coils.

4.82 Intake and discharge air will be drawn through the building façade via intakes mounted discretely behind architectural decorative screen. To limit introduction of external contaminants, all heat recovery system intakes will incorporate carbon filters.

4.83 The units will be configured and sized to serve occupant levels within each structural bay to allow maximum flexibility for sub-division.

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4.84 In order to maximise energy efficiency each system will be provided with variable volume control to manage fresh air supply based on occupancy demands as determined by appropriately located Air Quality sensors.

Retail Units

4.85 Facility will be provided within each of the retail units to incorporate heat recovery type ventilation systems as outlined for other tenant areas. To this end suitably sized intake and discharge points will be provided in the building façade at high level within the area, ready to receive suitably sized equipment. Until such time as retail user fit-out is provided insulated blanking panels will be provided. As with other tenants, retail users will be required to install demand-controlled heat recovery ventilation systems with integrated air quality control and carbon filtration.

4.86 Should the retail area be utilised as a restaurant facility, space has also been provided for exhaust ductwork to be routed through the building to roof level where suitably selected plant will be provided by the relevant tenant. The scope and nature of catering facilities not being known at this stage; it will be a requirement of any tenant wishing to make such provision to make separate and detailed submission incorporating details of any carbon and/or electrostatic filtration systems as necessary to maintain clean air requirements.

RELOCATION OF EXISTING OCCUPIERS

4.87 Whilst the proposed development is reflective of the uses currently on Site, in order to construct the scheme it will be necessary to vacate existing occupiers and demolish the current building.

4.88 The majority of existing occupiers are on short terms leases (i.e. less than 5 years with shorter term break clauses). All tenants have been consulted with as part of the Applicants pre-application discussions and are aware of the proposals for the building.

4.89 The Applicant understands the importance to the Council of maintaining economic activity and retaining businesses within the City. Discussions are currently ongoing with current tenants. Should the Council be minded to grant planning permission then further engagement will take place regarding their relocation to alternative premises unless they have opted to exercise the break clause. The below relocation strategy is proposed and would be conditioned as part of any consent:

- Office agency to provide interested tenants with a schedule of potentially suitable alterative accommodation at the same or similar rental rates to their current lease agreements;
- Sign-posting occupiers to the Council's free business advisory service; and
- Continued engagement with tenants

4.90 Further details are provided in the supporting Economic Statement accompanying this application and a Condition to implement the strategy would be considered acceptable.

5.0 Planning Policy Framework

5.1 This Section sets out the relevant policies of the statutory development plan and other material considerations, including specific policy tests, against which the proposals will be determined.

STATUTORY DEVELOPMENT PLAN

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

5.3 The statutory Development Plan for Manchester currently consists of:

- 'Saved' Policies of the Unitary Development Plan for the City of Manchester (July 1995);
- Manchester Core Strategy Development Plan Document 2012-2027 (July 2012); and
- Greater Manchester Joint Waste Development Plan (April 2012)

5.4 Development Plan policies of specific relevance the scheme proposals are set out below and assessed in Chapter 7 of this Statement.

'Saved' Unitary Development Plan (UDP) Policies (July 1995)

5.5 The Unitary Development Plan (UDP) for the City of Manchester was adopted in July 1995. However, 'saved' policies contained in the UDP have now largely been superseded by the Core Strategy. Policies of specific relevance are as follows:

Table 5.1 – Schedule of Relevant 'Saved' Manchester UDP Policy

Relevant 'Saved' UDP Policy	Commentary
'Saved' policy DC18 'Conservation Areas'	Seeks to preserve and enhance the character of Conservation Areas. It states that consent to demolish a building in a Conservation Area will be granted only where it can be shown that it is: "wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area". Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken
'Saved' policy DC19.1 'Listed Buildings'	Aims to preserve and enhance the settings of Listed Buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
'Saved' UDP Policy DC20.1 'Archaeology'	Advises that the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place.
'Saved' Policy 22 'Footpath Protection'	States that the Council will have regard to the effect of proposals on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.
'Saved' UDP policy DC26.1 'Development and Noise'	Seeks to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a) the effect of new development proposals which are likely to be generators of noise; and

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	b)the implications of new development being exposed to existing noise sources which are effectively outside planning control

Manchester Core Strategy (July 2012)

5.6 The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the 'saved' UDP and establishes the long-term strategic planning policies for Manchester's future development.

5.7 The Core Strategy sets out MCC's vision for Manchester over the Plan period to 2027, along with the planning policies that provide the framework for delivering that vision.

5.8 A key spatial objective of the Core Strategy is to (CBRE emphasis in bold):

"support a significant further ***improvement of the City's economic performance*** *and spread the benefits of this growth across the City to* ***reduce economic, environmental and social disparities****, and to help create inclusive sustainable communities.*

The Regional Centre will continue to be ***the main focus for business, retail****, higher education, leisure, cultural and tourism development, to further develop its role as the* ***main employment location and primary economic driver of the City region****".*

5.9 The following policies are of specific relevance and have been grouped thematically as follows economy; heritage; design; environment and Climate Change; transport, and planning obligations.

Table 5.2 – Schedule of Relevant Core Strategy Policies

Relevant Core Strategy Policies	Commentary
Economy	
Policy SP1 'Spatial Principles'	Details the key spatial principles which will guide the strategic development of Manchester to 2027 including the Regional Centre being the focus for economic and commercial development, retail, leisure and cultural activity. The supporting text at paragraph 6.5 establishes that the Regional Centre, with Manchester City Centre at its core, is the economic driver of the City Region and has greatest potential to drive its continued economic growth, and to do so with the least environmental costs.
Policy EC1 'Employment and Economic Growth'	States that development will be supported in sectors that make significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities. The City Centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism. The policy states that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). Priorities for ensuring continued economic growth include: "Improving access to jobs for all via public transport, walking and cycling; Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses; Improving digital infrastructure delivery to businesses and residents; Creating business destinations by enhancing the primary business use with ancillary commercial facilities;

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	Ensuring the continued social, economic and environmental regeneration of the City; Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets"
Policy EC3 'The Regional Centre'	Encourages the development of employment generating uses including offices and other commercial development provided that they are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and the scale and type of office development does not undermine delivery of employment space within the City Centre.
Policy CC1 'Primary Economic Development Focus: City Centre and Fringe'	Acknowledges that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha of office or similar employment development with a variety of a variety of high-quality accommodation types, sizes and foot-plates encouraged by the Council in order to boost investment by local, national and international businesses. The provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will also be supported in order to facilitate the creation of a vibrant employment location attractive to businesses, employees and visitors to the City Centre
Policy CC8 'Change and Renewal'	Advises that the approach to development, and redevelopment, in the City Centre will welcome large-scale schemes, especially those which make significant contributions to the Centre's role in terms of employment.
Design	
Policy EN1 'Design Principles and Strategic Character Areas'	Expects developers to have regard to the strategic character areas in which the development is located. In this instance the Site is located in the City Centre Character Area which contains a rich legacy reflecting its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and historic street pattern. The core area presents a dense environment that accommodates a wide range of uses including commercial, civic and residential activities. The following considerations should be taken into account in developing schemes on this Character area Consider the City's heritage and continue the rich pattern of activity in the core area; Opportunities to create landmark buildings should also contribute positively to the experience of all at street level Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability
Policy EN2 'Tall Buildings'	Defines Tall buildings as "buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline". Proposals for tall buildings will be supported where it can be demonstrated that they: Are of excellent design quality Are appropriately located Contribute positively to sustainability Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and Will bring significant regeneration benefits The policy is clear that the fundamental design objective is to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a "unique, attractive and distinctive Manchester" including its key approaches and skyline. The City Centre is considered to be a suitable location for tall buildings, especially those easily accessible by public transport.

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	Given the nature of tall buildings and the potential to impact on the local environment and its microclimate, technical assessments should be undertaken and appropriate measures implemented to create a "an attractive, pedestrian friendly local environment". Applicants will be required to demonstrate that proposals for tall buildings are viable and deliverable.
Policy CC6 'City Centre High Density Development'	Acknowledges that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. Development will need to have regard to the Council's approach to tall buildings (Policy EN2), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where this accords with wider Core Strategy objectives
Policy DM1 'Development Management'	Establishes a series of specific issues relating to detailed designs that should be addressed by Applicants when submitted development proposals.
Heritage	
Policy EN3 'Heritage'	States the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
Policy CC9 'Design and Heritage'	The policy is clear that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. Its states that the Council will: *"support high density and mixed-use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form".* The policy continues that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.
Environment and Climate Change	
Policy EN4 'Reducing CO2 Emission by Enabling Low and Zero Carbon'	Requires that proposals for new development follow the principle of the Energy Hierarchy including: reducing the need for energy through design features that provide passive heating, natural lighting and cooling; reducing the need for energy through energy efficient features such as improved insulation and glazing; and meeting residual energy requirements through the use of low or zero carbon energy generating technologies
Policy EN6 'Target Framework for CO2 reductions from low or zero carbon energy supplies'	Advises that all developments over 1,000 m^2 will be required to connect to a CHP/ district heating anchor or where this is not feasible secure a 15% increase on Part L 2010. The policy requires the submission of an Energy Statement to be submitted at the outset of any proposed development. It goes on to state that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.

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Policy EN8 'Adaptation to Climate Change'	Expects new developments to be adaptable in terms of design, layout, siting and function. In developing proposals, developers should have regard to features including minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability; reduction in urban heat island effect through the use of Green Infrastructure such as green roofs and increased tree cover and waterways, and the need to control overheating of buildings through passive design.
Transport	
Policy CC5 'Transport'	Seeks to ensure that development includes adequate parking provision for cars and bicycles. Appendix B of the Core Strategy provides parking standards for new development in the City.
Policy T1 'Sustainable Transport'	States that the Council will support proposed developments that improve choice by non-car transport modes; reduce the negative impacts of road traffic including congestion, air pollution and road accidents, and promote a travel hierarchy which prioritises pedestrians and disabled people followed by cyclists and public transport. Commercial access, general off-peak traffic and general peak time traffic should be given least priority.
Policy T2 'Accessible Areas of Opportunity and Need'	Seeks to ensure good access to the City's main economic drivers including the Regional Centre. Within the City Centre developers will be encouraged to provide car parking levels which reflect the highly accessible nature of the location.
Planning Obligations	
Policy PA1 'Developer Contributions'	Provides a framework around which planning obligations may be sought by the Council to make development proposals acceptable in planning terms.

MATERIAL CONSIDERATIONS

5.10 As series of material considerations are also of specific relevance to the proposals. These are grouped as follows:

- **Supplementary Planning Documents (SPDs)** – Provides a synopsis of the relevant provisions of the Guide to Development in Manchester SPD;
- **Strategic Regeneration Frameworks (SRFs)** – Reemphasises the key objectives of the Ramada Complex SRF (May 2018) as detailed in Chapter 3 of this Statement;
- **Local Strategies and Guidance** – Summaries relevant City Council Strategies and guidance;
- **Emerging Planning Policy** – Details relevant emerging (as yet not examined or adopted) policies being prepared by MCC and
- **National Policy and Guidance** – Sets out relevant aspects of the National Planning Policy Framework (NPPF, 2021), Planning Practice Guidance (PPG, 2014 and as amended) and National Design Guide (2019)

Supplementary Planning Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

5.11 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high-quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Planning Policy Framework

Design Principles

5.12 The following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
- Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

Tall Buildings

5.13 In terms of tall buildings paragraph 12.26 states that (CBRE emphasis in bold):

"the location and design of tall buildings need careful consideration as they can be viewed from longer distances and have an impact on a much wider area, both within and outside of the City Centre. The effect of tall buildings is significant in a City Centre where its conservation area status means that the relationship of buildings and spaces is as important as the quality of individual buildings. ***Tall buildings provide very positive messages about Manchester, and can significantly improve its image and peoples' perceptions of it****. Conversely, badly located tall buildings could have an adverse effect and as such any proposals will always have to be fully justified and carefully considered. We would require any such proposals to be presented in context of the joint guidance produced by* ***CABE and English Heritage for assessing tall buildings****".*

Planning Policy Framework

Street Trees

5.14 Paragraph 2.37 encourages the planting of street trees as part of development proposals as they create attractive, interesting routes through an area and help to give it a clear identity and sense of place. The Council is keen to increase the provision of street trees of an appropriate species, so that they become an important feature of the City's neighbourhoods and spaces and will look to new developments to assist this aim.

Strategic Regeneration Frameworks

Ramada Complex Strategic Regeneration Framework (May 2018)

5.15 As addressed in Chapter 3 of this Statement, the Site is situated within the Ramada Complex SRF area and is identified as regeneration opportunity within the City Centre. This guidance is a significant material consideration weighing in favour of the scheme proposals.

St Mary's Parsonage SRF (August 2020)

5.16 The proposed St Mary's Parsonage lies adjacent to a number of existing and emerging key City Centre neighbourhoods including the Ramada Complex, Deansgate to the north. The SRF seeks to refocus the priorities of the area in order to establish St Mary's Parsonage as a clearly definable and cohesive City Centre neighbourhood, with a distinctive character and sense of place. The proposals set out the ambition to create a commercially-led, mixed-use district, set around high-quality public space.

Local Strategies and Guidance

Manchester's Economic Recovery and Investment Plan 2020

5.17 As outlined in Chapter 3 the Powering Recovery plan sets out how Manchester will emerge from the Covid 19 Pandemic and other recent challenges including the uncertainty of Brexit. The plan is ambitious and seeks to build on recent investment in economic assets and infrastructure and accelerate growth in high-productivity sectors. Our Manchester Strategy 2016-2025

5.18 As noted in Chapter 3 of this Statement, the Manchester Strategy 2016-25 was adopted by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025 together with five objectives as to how it can be achieved.

Draft Zero Carbon Framework 2020-2038 (February 2019)

5.19 The framework outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO_2 from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Planning Policy Framework

5.20 In March 2019, the Council endorsed the draft Manchester Zero Carbon Framework as the city's overarching approach to meeting its science-based climate change targets to 2038, as part of the wider Our Manchester policy framework. This report also included draft action plans from a range of organisations who are members of the Manchester Climate Change Board and are collectively responsible for over 20% of the city's emissions. These organisations, including the Council, have committed to become zero carbon by 2038 at the latest and will be producing final action plans for approval by Executive in March 2020.

Climate Emergency Motion (10 July 2019)

5.21 A motion asking MCC to formally declare a 'climate emergency' was unanimously agreed on Wednesday 10 July. The motion committed to embedding the issue of climate change as an integral part of council decision-making, ensuring that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind. The council approved the 2038 target on behalf of the city in November 2018.

The draft Manchester Climate Change Framework 2020-25

5.22 The Manchester Climate Change Framework 2020-25, to be accompanied by an Action Plan, is scheduled for publication on 28th February 2020 with the Council's Executive being asked to formally adopt the target and endorse the framework on behalf of the City on 11 March 2020.

5.23 The Framework is being produced by the Manchester Climate Change Partnership and Agency, setting out their recommended approach for Manchester to meet its targets. It is understood that the key commitments and objectives

- Zero carbon;
- Climate adaptation and resilience;
- Health and wellbeing; and
- Good jobs and successful businesses.

Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester (July 2015)

5.24 The Manchester Green and Blue Infrastructure Strategy sets out the vision and objectives for environmental improvements in the context of growth and development. The vision is that by 2025:

"… high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow."

5.25 The Strategy establishes four objectives to enable the vision to be achieved as set out below:

1. *"Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers;*
2. *Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth;*

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3. *Improve connectivity and accessibility to green and blue infrastructure within the City and beyond*
4. *Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment."*

Emerging Planning Policy

Emerging Manchester Local Plan

5.26 As set out in the Council's Executive Reports dated15 January 2020 the new Local Plan will replace the Core Strategy and the remaining 'saved' UDP policies, taking account of the Our Manchester strategy, the emerging GMSF, the NPPF and Greater Manchester's new devolved planning powers.

5.27 The new Local Plan will need to respond to key strategic issues including achieving a zero carbon Manchester by 2038 at the latest; delivering a sustainable transport system that supports existing and further development; balancing competing demands for space; ensuring critical infrastructure requirements are addressed; and creating neighbourhoods that promote and enable healthy lifestyles.

5.28 The Issues Consultation document was consulted on for a period of eight weeks from 7 February 2020.

National Policy and Guidance

National Planning Policy Framework (NPPF) (July 2021)

5.29 The NPPF is a material consideration in the determination of planning applications. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.

Chapter 2 *'Achieving Sustainable Development'*

5.30 Sustainable development is at the core of the Framework. Paragraph 8 of the NPPF establishes that there are three dimensions of sustainable development: economic, social and environmental. These dimensions are defined as:

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

Planning Policy Framework

5.31 These objectives are interdependent and need to be pursued in a manner which is mutually supportive. Decision-making should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (para. 9).

5.32 Paragraph 10 details that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 sets this out for decision taking as follows:

"*For decision-taking this means:*

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

    1. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
    2. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole*."

5.33 With regard to 'assets of particular importance', as mentioned in paragraph 11, footnote 7 of the NPPF confirms that this definition includes designated heritage assets.

5.34 Paragraph 12 of the NPPF establishes that the presumption in favour of sustainable development does not change the statutory status of the development plan, which is the starting point for making decisions on planning applications.

Chapter 4 '*Decision Making*'

5.35 This Chapter states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community (para. 39).

Chapter 6 '*Building a Strong, Competitive Economy*'

5.36 Paragraph 81 of the NPPF states that significant weight should be attached to the need to support economic growth and productivity through the planning system. Paragraph 81 sets out how planning policies and decisions should 'help create the conditions in which businesses can invest, expand and adapt' whilst paragraph 82 states that LPAs should recognise and address the specific locational requirements of different sectors.

Chapter 7 '*Ensuring the Vitality of Town Centres*'

5.37 In accordance with paragraph 86, planning decisions should support the role of town centres as the heart of local communities, adopting a positive approach to their growth, management and adaptation.

Chapter 9 '*Promoting Sustainable Transport*'

5.38 Paragraph 105 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

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5.39 In assessing proposals, it should be ensured that: appropriate opportunities to promote sustainable transport modes are taken up; safe and suitable access to the site can be achieved for all users; and any impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (para. 108).

Chapter 11 '*Making Effective Use of Land*'

5.40 Planning decisions are required to give substantial weight to the value of using suitable brownfield sites within settlements and to support appropriate opportunities to remediate derelict, contaminated or unstable land (para. 120).

5.41 The NPPF supports the promotion and development of under-utilised land and buildings. Local Planning Authorities should take a proactive role in helping to bring forward land that may be suitable for meeting development needs.

Chapter 12 '*Achieving Well-Designed Places*'

5.42 The planning and development process should fundamentally set out to create high quality, beautiful and sustainable buildings. Achieving good design is a key aspect of sustainable development and Local Planning Authorities are encouraged to be clear about design expectations and how these will be tested (para 126).

5.43 In accordance with paragraph 130, planning decisions should ensure that developments:

- *"will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and live, work and visit; and*
- *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users46; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience*".

5.44 Planning permission is to be refused for development of poor design, that fails to take account of the opportunity to improve an area's character, quality and function (para. 134).

5.45 Paragraph 134 states that:

"*significant weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.*"

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Chapter 14 '*Meeting the Challenge of Climate Change, Flood and Coastal Change'*

5.46 Paragraph 152 specifies that in supporting the move to a low carbon future, new development should be planned to reduce greenhouse gas emissions (e.g. through location, orientation and design) and avoid increased vulnerability to the range of impacts arising from climate change.

5.47 In accordance with paragraph 152, plans should identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems.

5.48 Paragraph 153 details that Local Plans should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply / demand considerations.

5.49 In determining planning applications, LPAs are directed to expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (para 154).

Chapter 15 '*Conserving and Enhancing the Natural Environment'*

5.50 Planning decisions are required to minimise impacts on biodiversity and provide net gains. New and existing development must not be put at risk from, or contribute towards, unacceptable levels of soil, air, water or noise pollution or land instability (paragraph 174).

5.51 In accordance with paragraph 180, LPAs should consider that if significant harm to biodiversity as a result of development cannot be avoided, adequately mitigated or (as a last resort) compensated for, then planning permission should be refused. Furthermore, opportunities to enhance biodiversity should be supported, including incorporating biodiversity improvements in and around developments, particularly where this can secure measurable net gains for biodiversity.

Chapter 16 '*Conserving and Enhancing the Historic Environment'*

5.52 The significance of heritage assets, including any contribution made by their setting should be clearly set out by the applicant (para. 194). Developers should submit an appropriate desk-based assessment and, where necessary, a field evaluation where sites have the potential to be of archaeological interest.

5.53 In determining applications, paragraph 197 sets out what local planning authorities should take account of:

a) *'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*

b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

c) *the desirability of new development making a positive contribution to local character and distinctiveness*".

5.54 The NPPF stresses that "*great weight*" should be given to the conservation of designated heritage assets (para. 199), emphasising the more important the asset, the greater the weight should be. The need to avoid "*substantial harm*" to such assets is outlined in terms of demolition, alteration, or the compromise of its setting.

5.55 Section B of Paragraph 200 goes on to state that any harm or loss made to "*assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional*."

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Planning Practice Guidance

5.56 The PPG provides guidance on a range of topics which are relevant to the assessments which inform this planning application. These are listed below, as well as a short summary of the type of information included within the PPG for each topic:

- **Climate Change** – guidance on how adaptation and mitigation measures can be integrated and how developments can be adapted;
- **Design: process & tools** – tools for assessing and improving design quality and details of effective community engagement on design;
- **Effective use of land** – supporting more effective use of land and planning for higher density development;
- **Historic Environment** – details of designated and non-designated heritage assets and the heritage consent process
- **Renewable and low carbon energy** – includes specific planning considerations for active solar technology, as well as a strategy for renewable and low carbon energy;
- **Travel Plans, Transport Assessments and Statements** – details the type of information required in Transport Assessments and Travel Plans;
- **Use of planning conditions** – guidance regarding the circumstances in which conditions can be imposed, including the use of pre-commencement conditions; and
- **Waste** – guidance relating to the waste hierarchy and waste in the context of determining planning applications

National Design Guide (October 2019)

5.57 Published on October 1st 2019, the national design guide outlines the Government's priorities for well-designed places in the form of ten characteristics of well-designed places, which work together to create a physical Character, sustain a sense of Community and address environmental issues affected by Climate.

5.58 The ten characteristics are:

- **Context** – enhancing the surroundings;
- **Identity** – attractive and distinctive;
- **Built Form** – a coherent pattern of development;
- **Movement** – accessible and easy to move around;
- **Nature** – enhanced and optimised;
- **Public spaces** – safe, social and inclusive;
- **Uses** – mixed and integrated;
- **Homes and Buildings** – functional, healthy and sustainable;
- **Resources** – efficient and resilient; and
- **Lifespan** – made to last

5.59 In terms of tall buildings specifically, Paragraph 69 and 70 of the guidance advise that:

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"Well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline."

"Proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration. This includes their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and the sky; and environmental impacts, such as sunlight, daylight, overshadowing and wind. These need to be resolved satisfactorily in relation to the context and local character."

5.60 In July 2019 the Government published an interim report on its Building Better, Building Beautiful Commission titled '*Creating space for beauty*'. The purpose of the Commission is to address the challenge of poor-quality design and build of places across the country. Beauty should be seen in Buildings (windows, height, space and materials); Places (nature of streets, squares and parks) and being Beautifully Placed (sustainable settlement patterns and siting). There are 30 proposed policy directions with more engagement due before the Commission reports further.

SUMMARY

5.61 This Chapter sets out the Development Plan policies and other material considerations that are of specific relevance to the scheme proposals and which have informed the development of the scheme proposals. An assessment of the proposed development against policy guidance is provided in Chapter 7 'Assessment of Scheme Proposals' and Chapter 8 'Tall Building Evaluation' of this Statement.

6.0 Assessment of the Scheme Proposals

6.1 This Chapter provides an assessment of the scheme proposals against relevant Development Plan policy and other material considerations, including national guidance.

STRUCTURE OF ASSESSMENT

6.2 For ease of reference, the assessment Chapter is structured as follows:

- Strategic Case for Redevelopment
  - Principle of Development;
  - Contribution to Achieving Regeneration Objectives
- Key Planning Considerations
  - Design;
  - Heritage; and
  - Climate Change and Sustainability
- Other Technical Considerations
  - Townscape and Visual Impact
  - Daylight and Sunlight
  - Wind Micro-climate
  - Sustainable Transport
  - Television and Radio Reception
  - Air Quality
  - Noise
  - Flood Risk and Drainage
  - Archaeology
  - Ecology
  - Crime Impact
  - Green and Blue Infrastructure Strategy
- Operational Management and Servicing
- Construction Management

STRATEGIC CASE FOR REDEVELOPMENT

Principle of Development

6.3 The Site represents previously development land within a key regeneration area in the City Centre. The proposals seek to provide high quality office space over flexible ground floor commercial units in a highly accessible City Centre. The principle of the proposed mix of uses is already established at the Site.

6.4 Focusing economic and commercial development toward the Regional Centre is a key spatial strategy established by Core Strategy Policy SP1. To this end, the Site is situated within the Regional Centre (Core Strategy Policy EC3) which encourages the development of employment generating uses including offices and other commercial development.

6.5 Within the Regional Centre, Manchester City Centre is a strategic economic location and focus of employment growth which is expected to accommodate 33ha of office or similar employment development (Core Strategy Policy CC1). The Council seeks to boost investment by local, national and international business through the provision of a variety of high-quality accommodation types, sizes and footplates with the City Centre seen as a suitable location for the consideration of high-density buildings and commercially led mixed use schemes.

6.6 The Council's priorities for continued economic growth, as set out in Core Strategy Policy EC1, include priorities for ensuring continued economic growth including improving the portfolio of

Assessment of the Scheme Proposals

employment premises, by providing a range of employment sites and premises for small, medium and large businesses and ensuring the continued social, economic and environmental regeneration of the City. The Policy also seeks to ensure that developments contribute positively to the experience of all at street level.

6.7 In terms of mixed-use developments, Core Strategy Policy CC7 acknowledges that the City Centre represents the most viable opportunities for mixed-use development. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

6.8 Chapter 6 of the NPPF is clear that planning decisions should help create the conditions in which businesses can invest, expand and adapt, emphasises that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Furthermore, NPPF Chapter 7 seeks to support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

6.9 The proposals to create high-quality office space set over flexible commercial uses, on a previously developed Site in the City Centre currently comprising these uses, fully complies with adopted Development Plan policies, MCC strategic objectives and provisions of the NPPF. The proposed development will contribute to meeting an identified need for Grade A office space in Manchester and will generate significant economic benefits for the City, as detailed in Chapter 8 of this Statement.

6.10 The principle of development is considered to be entirely acceptable in planning terms.

Contribution to Achieving Regeneration Objectives

6.11 The Site forms part of the Ramada Complex SRF area endorsed by the Council Executive in May 2018.

6.12 As identified in Core Strategy Policy SP1 the City is covered by regeneration areas including the City Centre and all development should have regard to the character, issues and strategy for each area.

6.13 Core Strategy Policy CC 8 encourages developers to have regard to the Council's vision for the City Centre with development which reflects elements of this generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes, especially those that make significant contributions to the City Centre's role in terms of employment and retail growth, subject to the proposal's impact on key aspects of the City's heritage and character. Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework.

6.14 The 'Our Manchester Strategy' sets out the Council's vision for the City to 2025. An assessment of the scheme against the key objectives is provided in table 6.1 below which demonstrates that the proposed development will contribute to achieving the Council's wider strategic vision for Manchester:

Assessment of the Scheme Proposals

Table 6.1 – Assessment of the scheme proposals against the Our Manchester Strategy

Our Manchester Strategy Themes	Alignment of the Proposed Development
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The proposals represent a significant investment into the City by the Applicant which will generate substantial wider socio-economic benefits including additional employment (both construction and operational) and business rate contributions (see Chapter 6 of this Statement). The proposed development will redevelop an utilised site within an identified regeneration to create a distinctive' best in class' office building that contribute to meeting an identified need for Grade A space within the City Centre.
A high skilled city: world class and homegrown talent sustaining the city's economic success	The proposed development will attract occupiers from a range sectors including Fintech, banking. Software developers, media and leisure. These occupiers in turn will attract a skilled work force, potentially including graduates from Manchester's Universities, that will reinforce the City's economic success. Furthermore, the Applicant, working together with its preferred contractor, will seek to maximise the use of local labour where practicable, including apprentices during the construction phase.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The proposals will reinstate the historic build line of the Site, creating improved public realm in the vicinity of the building and enhancing legibility/ permeability. The proposed development will contribute to transforming this part of Deansgate and represents the first step in realising the Council's ambitions for the Ramada Complex SRF area.
A liveable and low carbon city: a destination of choice to live, visit and work	The development proposals represent an efficient re-use of a prominent brownfield site in a sustainable location, in close proximity to a range of sustainable transport modes. The scheme will create a desirable location to work together with retail/ leisure opportunities. Sustainability has been a key principle in developing the proposals. This has included targeting BREEAM 'Excellent' standards and pursuing a 'Be Lean, Be Clean, Be Green' design hierarchy to minimise energy demand and associated CO_2 emissions.
A connected city: world class infrastructure and connectivity to drive growth	The Site is situated in a highly accessible location within walking distance of Victoria railway station, bus stops (include free bus) along Deansgate and Exchange Square Metrolink stop. Moreover, the Site benefits from excellent strategic links to retail and commercial cores, the Medieval Quarter, Spinngfields and the emerging St Mary's Parsonage SRF area. Once delivered the proposed development will drive economic growth and attract high quality occupiers from within/ outside the City to this core location.

6.15 In terms of key development principles for 39 Deansgate, the Ramada Complex SRF states a preference for the current mix of commercial and retail uses, given the Site's location in the commercial core, with proposals safeguarding or enhancing this function being favoured by the Council. In redeveloping the existing building developers are advised to determine height through contextual appraisals and townscape analysis of the site and following further consultation with the Local Planning Authority. Table 6.2 below provides an assessment of the proposed scheme against the key development principles established in the Ramada Complex SRF:

Assessment of the Scheme Proposals

Table 6.2 – Assessment of the scheme proposals against key SRF development principles

Our Manchester Strategy Themes	Alignment of the Proposed Development
Place-Making	The proposed development will create a distinctive landmark building that will contribute to transforming this part of Deansgate. The reinstatement of the build line of the former Exchange buildings together with the tripartite approach taken to the design will enable the proposed scheme to reconnect the Site with its historic setting. The architectural treatment and materiality will be of high quality and will complement and enhance the City's skyline at this key interchange, creating a sense of place.
Scale and Density	The proposals have been designed iteratively taking onto account pre-application consultation, technical assessments (including Daylight Sunlight) and viability testing to arrive at the final preferred scheme. The current building on Site represents an inefficient use of a prominent brownfield plot which fails to make the most of its strategic location. The proposed development has been designed to maximise efficiency and regeneration benefits whilst being respectful of its surroundings.
Best in Class	The proposals represent a best in class proposition that will create a truly crafted building that utilises high quality materials and treatments to add value to its City Centre location.
Rebalancing Deansgate	The proposed development will reinstate the historic build line of the Site, enhancing the legibility of the pedestrian experience. Works will be undertaken to upgrade the public realm in the vicinity of the building to further improve permeability at this key intersection.
Environmental and sustainability	Sustainability has been a key principle in developing the proposals. This has included targeting BREEAM 'Excellent' standards and pursuing a 'Be Lean, Be Clean, Be Green' design hierarchy to minimise energy demand and associated CO_2 emissions. The proposals include for a green/blue roof which will enhance local biodiversity and reduce the speed of surface water run off from the building.

6.16 The proposed development will create a best in class, distinctive office building that has been developed in line with the development principles defined in the Ramada Complex SRF. The proposals will generate significant regeneration benefits and will contribute to meeting the Council's vision to create a competitive, dynamic and sustainable economy.

6.17 Overall, the proposals comply with the Council's adopted Development Plan policy and regeneration objectives for the area as defined in the Ramada Complex SRF are considered to be acceptable in planning terms.

KEY PLANNING CONSIDERATIONS

Design

6.18 The design rationale and architectural quality of the proposals are described in detail in the accompanying Design and Access Statement prepared by Sheppard Robson. The proposed development promotes high quality modern design, taking cues from the surrounding historic buildings, including the Grade II* Listed Barton Arcade, rather than proposing pastiche solutions. The Site provides the opportunity to propose a unique and appropriate building, taking subtle references from the rich surroundings, whilst making a distinctive new addition to the City's skyline.

Design and Architectural Quality

6.19 From the outset the Applicant was clear that the new building needs to meet the demands of the target occupiers whilst respecting and complementing the immediate historic context through its massing, the use of high-quality materials and attention to detailing. The Applicant has instructed a highly experienced design team to develop the scheme proposals. The approach to design has been iterative in nature and has been informed by a comprehensive

Assessment of the Scheme Proposals

suite of supporting information together and outcomes of extensive pre-application consultation.

6.20 Core Strategy Policy SP1 seeks to ensure that development proposals in all parts of the City make a positive contribution to neighbourhoods, creating well designed places that enhance or create character.

6.21 The Council requires the design of new buildings to be of the highest standard in terms of appearance and function with particular attention given to the City Centre context and character. Subject to preserving or enhancing identified heritage assets and recognising specific design challenges, the Council will support high density and mixed-use development in the City Centre (Core Strategy Policy CC9).

6.22 Core Strategy Policy EN1 expects good design which enhances the overall image of the City to be realised, particularly on major road radial road routes, such as Deansgate. In terms of the City Centre Character Area the policy sets out a series of design principles which seek to guide development proposals.

6.23 In developing proposals for employment uses Core Strategy Policy EC1 seeks to ensure that design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design. Specific design issues that must be addressed are set out in Core Strategy Policy DM1 including siting, layout, scale and massing, appearance, amenity and other technical considerations. These are further explored in the Guide to Development in Manchester SPD.

6.24 National guidance contained in the NPPF, PPG and National Design Guide attaches significant weight to the creation of high-quality developments which add to the overall quality of the area; are visually attractive as a result of good architecture and which are sympathetic to local character and history.

6.25 In terms of legibility, paragraph 2.18 of the Guide to Development in Manchester SPD notes that *"the corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. Corners help people to find their way around an area and are often used as meeting points. Corners should therefore be designed with attractive window, entrance and elevational detail and site boundaries should be high quality. On major routes they should accommodate active ground floor uses, entrances, art or signage, to reinforce the character of the street and the sense of place. Corners can also be marked b trees or public art to create attractive open space landmarks"*.

6.26 The proposed design developed by Sheppard Robson Architects has been subject to rigorous testing, informed by comprehensive technical assessments and pre-application consultation process, which has resulted in a distinctive landmark building that references its historic context and sits confidently on this prominent gateway Site.

6.27 Full details of the scheme evolution and design rationale are provided in the accompanying Design and Access Statement. In summary, however the proposed development will be a striking, contemporary addition to the Manchester skyline, creating a significantly improved approach both to commercial office development and buildings within a Conservation Area. Its sympathetic architectural language aims to strengthen the heritage setting and within its surroundings.

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6.28 Overall, the proposed development complies with relevant design policies contained within the adopted Development Plan, SPD and national policy and is considered to be acceptable in design terms.

Scale and Massing

6.29 The proposed development extends to 17 storeys in height and as such has been assessed against Core Strategy Policy EN2, Historic England Guidance, National Design Guide and Guide to Development in Manchester SPD in Chapter 8 of this Statement.

6.30 Core Strategy CC6 acknowledges that City Centre development will generally be high-density and in a location where land should maximise its efficiency. The Policy is clear that the appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere.

6.31 Chapter 11 of the NPPF expressly states that decisions of Local Planning Authorities (LPAs) should promote the effective use of land to meet development needs, while safeguarding and improving the environment, making as much use of previously-developed or 'brownfield' land as possible.

6.32 The proposals are situated within a highly sustainable location within the City Centre, in close proximity to a range of sustainable transport modes. The Site is included within the Ramada Complex SRF area which acknowledges that the junction of Deansgate and St Mary's Gate forms an important gateway into the City Centre and creates opportunities for height.

6.33 The proposals represent an efficient use of previously developed land in a location where high-density developments are encouraged by the Council, subject to other policy considerations.

6.34 The proposed scale and massing has been subject to technical assessment, specifically in respect to local heritage assets and residential amenity, and extensive pre-application consultation.

6.35 Overall, the scheme is in accordance with relevant Development Plan policies and national guidance and is considered to be acceptable in planning terms with regard to scale and massing.

Residential Amenity

No Right to a View

6.36 Whilst not strictly related to planning, it is well established in common law (Aldred's Case (1610) 9 Co.Rep 57b) that there is no right to a view or cause for private nuisance to overlooking from one property to another. This was recently reinforced by the Court of Appeal judgement in Fearn & Ors v The Board of Trustees of the Tate Gallery [2020] EWCA Civ 104 where a claim against the Tate Modern in nuisance for overlooking was dismissed.

6.37 The appeal was from the order of Mr Justice Mann who dismissed a claim brought by the long leaseholders of apartments within in the Neo Bankside development on the South Bank seeking an injunction to close off part of the viewing platform at the Tate Modern (Fearn & Ors v The Board of Trustees of the Tate Gallery [2019] EWHC 246 (Ch).

6.38 In his conclusion, Justice Mann stated:

"The developers in building the flats, and the claimants as successors in title who chose to buy the flats, have created or submitted themselves to a sensitivity to privacy which is greater than would the case of a less glassed design. It would be wrong to allow this self-induced incentive to gaze, and to infringe privacy, and self-induced exposure to the outside world, to create a

Assessment of the Scheme Proposals

liability in nuisance. Other architectural designs would have reduced the invasion of privacy to levels which should be tolerated; that is the appropriate measure in my view. If the claimants have a design which raises the privacy invasion then they have created their own sensitivity and will have to tolerate what the design has created."

6.39 The Court of Appeal, comprising the Master of the Rolls, Lewison LJ and Rose LJ, dismissed the appeal and upheld Mann J's decision but for different reasons. The Court advised that:

"*Despite the hundreds of years in which there has been a remedy for causing nuisance to an adjoining owner's land and the prevalence of overlooking in all cities and towns, there has been no reported case in this country in which a claimant has been successful in a nuisance claim for overlooking by a neighbour." (para. 53) In closing it was said that "what is really the issue in cases of overlooking in general, and the present case in particular, is invasion of privacy rather than (as is the case with the tort of nuisance) damage to interests in property. There are already other laws which bear on privacy, including the law relating to confidentiality, misuse of private information, data protection (Data Protection Act 2018), harassment and stalking (Protection Harassment Act 1997). This is an area in which the legislature has intervened and is better suited than the courts to weigh up competing interests: cf. Wainwright v Home Office [2003] UKHL 53, [2004] 2 AC 406, esp. at [33], in which the House of Lords held that there is no common law tort of invasion of privacy and that it is an area which requires a detailed approach which can be achieved only by legislation rather than the broad brush of common law principle*". (para 84)

6.40 For all those reasons, it was considered preferable to "*leave it to Parliament to formulate any further laws that are perceived to be necessary to deal with overlooking rather than to extend the law of private nuisance*". (para. 85). There is no common law right to maintain an existing view.

6.41 In assessing planning applications, the change to a private view from a property is not, of itself, a material consideration that can be taken into account in the determination of a planning application. However, there have been a number of appeal decisions (for example Appeal Ref: APP/D2510/A/10/2121089 Land at Chase Farm, Baumber, Horncastle, Lincolnshire and Appeal Ref: APP/Y2430/A/09/2108595 Site at Palmers Hollow (Field No. 2700) Main Street, Normanton, Bottesford, Leics) related to wind farms which have concluded that turbines would be unacceptable if they are so overwhelming and unavoidable that the residential property concerned would come to be widely regarded as an unsatisfactory place in which to live. This has become known as the "Lavender test" after the name of the Inspector who stated that "*it is not in the public interest to create such living conditions where they did not exist before*" in his appeal decision relating to a proposal for wind turbines in Dover District (Appeal Ref: APP/X2220/A/08/2071880 Land west of Enifer Downs Farm and east of Archers Court Road and Little Pineham Farm, Langdon).

6.42 Assessing Potential Impacts on Residential Amenity of No.1 Deansgate Residential amenity does not have a statutory definition in law. In planning terms, 'amenity' is often used to refer to the quality or character of an area and elements that contribute to the overall enjoyment of an area. Residential amenity considers elements that are particularly relevant to the living conditions of a dwelling for example the amount of sunlight and daylight rooms received, additional traffic generated or noise levels experienced by residents.

6.43 Core Strategy Policy SP1 'Spatial Principles' Policy SP 1 seeks to guide the strategic development of Manchester to 2027. It states that the Regional Centre, within which the site falls "will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living". The policy advises that new developments should have regard to the "character, issues and strategy" for regeneration areas, including SRFs;

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maximise the use of the City's transport infrastructure, "*promoting walking, cycling and public transport", and "reuse previously developed land wherever possible*". It is evident that the principle of regenerating the site is therefore strongly supported in policy terms.

6.44 The policy also sets out a series of core development principles for new development which should:

- *"Make a positive contribution to neighbourhoods of choice including:-*
- *creating well designed places that enhance or create character.*
- *making a positive contribution to the health, safety and wellbeing of residents*
- *considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.*
- *protect and enhance the built and natural environment*".

6.45 Whilst it is considered that this policy does not relate specifically to residential amenity, the proposed development would nonetheless accord with the above principles, creating a high quality landmark building on a key gateway to the City Centre.

6.46 Core Strategy policy DM1 is more focussed on specific development management issues which should be addressed when promoting new development. It states, inter alia, that regard should be had to the impact of proposals on the surrounding areas in terms of the "design, scale and appearance" of the scheme and also have regard to the "character" of the surrounding area. In terms of amenity, the policy highlights potential impacts including "privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation".

6.47 Paragraph 130(f) of the NPPF seeks to ensure that new developments create places that are *"safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience"*.

6.48 Whilst there is no formal definition of residential amenity in planning terms the principal considerations include privacy and overlooking, sunlight daylight impacts, wind microclimate, noise, air quality and television reception. Each of the above matters were subject to thorough assessments as part of the planning application. These assessments were rigorously reviewed by Council Officers and following carefully consideration were considered to be acceptable in technical terms, leading to a positive recommendation at Planning Committee.

Privacy and Overlooking

6.49 The proposed development represents a high-quality landmark building which makes efficient use of a challenging site on a key gateway leading into the City Centre. The site is currently underutilised and is need of regeneration, as identified in the Ramada Complex SRF, the Council's latest vision for the area. The proposals have been subject to extensive design evolution process and have been fully tested taking into consideration technical, policy and commercial considerations.

6.50 A contextual approach has been taken to the layout of the proposed development. In terms of the separation distance of the current office building and No. 1 Deansgate, which was built 39 years later, it ranges from 18.75m at its widest and 16.3m at its narrowest. The proposed development intends to extrude the form of the building footprint upwards, maintaining the existing standoff between the buildings. However, when taking into consideration intervening winter garden/ enclosed balcony, the proposed development will not have direct views into apartments with habitable rooms situated approximately 2m further inside the building.

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6.51 Any potential impacts on privacy and overlooking would be limited to apartments of No.1 Deansgate with a southern aspect across St Mary's Gate. This equates to 24 no. apartments or 28% of the building.

6.52 It is important to note that residential floors 1-6 currently have views of the existing office directly opposite. All apartments on the southern side of No.1 Deansgate have dual aspect views also benefit from a doubled skinned louvre system and winter gardens/ balconies which would obscure, to some extent, views into habitable rooms.

6.53 To assist in reducing any potential impacts on privacy or overlooking the proposed development will be fitted with solar blinds on each floor. It is understood from comments received from residents of No.1 Deansgate to the planning application and from a review of recent sales particulars for apartments in the building that the living areas are fitted with blinds/ curtains if additional privacy is required.

6.54 The proposed development is for Grade A office space over commercial units. As such, whilst the building will be accessible 24hrs per day by occupiers, as the current office building is, it will predominantly be used during traditional office hours, Monday to Friday. Officers advised, in the Applicant's view correctly, that an office "*should create less privacy issues than other forms of development such as residential or hotel uses*".

6.55 As noted in the Committee Report there are no prescribed separation distances between buildings in the City Centre where development is, by its very nature, denser and more dynamic. Indeed, the Applicant can demonstrate a number of examples where the Council has approved planning permission for comparable tall buildings with lesser separation distances and where lower daylight and sunlight levels have been achieved. This is important as it raises questions over the consistency of decision-making by the Council in respect to tall buildings (see table at Appendix F).

6.56 Allied to the above is the ambition of the Greater Manchester City Region, of which Manchester is a key driver, to become a top 20 global City by 2035. A common trait of major global cities is the dense urban environments where taller buildings are frequently situated in close proximity to one another.

6.57 Given the City Centre location and regeneration context it is considered that the proposed development is entirely acceptable in terms of privacy. This a view accepted by Officers in the Committee Report, who stated:

"*Smaller separation distances between buildings are characteristic of dense urban environments and No. 1 Deansgate has benefitted from conditions which are relatively unusual in a City Centre. The smallest distance between the proposal and the nearest apartments at No. 1 Deansgate is over 16m, and as the proposal is for offices and is in the City Centre where developments are located closer together, the impact on privacy is on balance acceptable*".

6.58 Mindful of the Lavender test, referenced above – there is no conceivable basis upon which it can be contended that the mere presence of the new building would render living conditions within No1 Deansgate intolerable.

Inclusive Access

6.59 In terms of inclusive access, a key aim of Core Strategy Policy CC10 is to secure high standards of accessibility to buildings in the City Centre. Core Strategy Policy DM1 advises that new developments should be fully accessible to disabled people and by sustainable transport modes.

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6.60 Chapter 3 of the Guide to Development in Manchester SPD states that where streets have mixed and competing demands that the movements of pedestrians and cyclists are properly accommodated, and that the safety of disabled people is not compromised.

6.61 Paragraph 8 of the National Design Guide emphasises that the underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities, including people at different stages of life and with different abilities.

6.62 The proposed development will also re-establish the historic build line, reinforcing the streetscape and improving the legibility of this important corner location. The entrance to the building will be chamfered to ensure that pedestrian flows are not restricted. Furthermore, active ground floor uses will be retained as part of the proposals, animating the pedestrian environment.

6.63 Whilst a small area of footpath will be lost to the proposed development, it will provide an opportunity to improve the public realm immediately surrounding the building.

6.64 Access for office users will be via the new dedicated entrance off Deansgate and will be step-free from street level. The site as a whole is relatively flat, rising approximately 100mm from Barton Arcade to the junction between Deansgate and St Mary's Gate, resulting in a good opportunity for level access across the planned development without the need for any step changes between the office and retail entrances.

6.65 Inclusive access has been integrated into all aspects of the design, whether for use by building personnel or occupants, and compliance with Approved Document Part M of the Building Regulations (2015 Edition incorporating 2016 amends) will be essential. All parts of the building (with the exception of some plant rooms) will be accessible via step-free level access and/or lifts.

6.66 In summary, the proposed development will create a highly inclusive environment, representing a far improved situation than compared with the current building. Overall, the proposals are considered to be in full accordance with relevant national legislation, Development Plan policy and other material considerations.

Heritage

6.67 The Site falls within the St Ann's Conservation Area and adjacent to the Parsonage Gardens Conservation Area. It is surrounded by a number of Listed Buildings including the Grade II* Listed Barton's Building including *inter alia* Barton Arcade (immediately adjoining the Site to the south); Grade II Listed Haywards Building; Grade II Former Royal Exchange Royal Exchange; Grade II No.16, St Ann's Square; Grade II Nos. 18 and 20, St Ann's Square; Grade II No. 22, St Ann's Square, and Grade I Church of St Ann.

6.68 In order to appreciate the potential impacts the proposals may have on the surrounding historic context, including nearby Listed Buildings and wider Conservation Areas, a Heritage Statement: Significance and Impact has been prepared by Stephen Levrant Heritage Architecture.

6.69 A Visual Impact Assessment (VIA) was undertaken based on 10 no. prior agreed visually verified viewpoints in order to assess the potential visual impact on the settings of identified heritage assets surrounding the Site.

6.70 Following the refusal of the previous application Montagu Evans LLP were instructed to undertake an independent Built Historic Environment Assessment considering the development proposals and how the design relates to the built historic environment and townscape context.

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6.71 Core Strategy Policy EN3 encourages development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. The policy advises that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

6.72 Core Strategy Policy CC9 (Design and Heritage) seeks to preserve or enhance the heritage assets that have been identified, including Listed Buildings, Conservation Areas and Scheduled Ancient Monuments. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

6.73 'Saved' policy DC18 'Conservation Areas' states that consent to demolish a building in a Conservation Area will be granted only where it can be shown that it is "*wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area*".

6.74 'Saved' policy DC19.1 'Listed Buildings' aims to preserve and enhance the settings of Listed Buildings by appropriate control over the design of new development in their vicinity.

6.75 The policies in the NPPF constitute the Government's view of what sustainable development in England means in practice. In these terms, development proposals which fail to give due weight to the conservation of heritage assets are deemed not to be sustainable development, and consequently should not be supported. This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (NPPF paragraph 8).

6.76 The NPPF at Chapter 16 stresses that "*great weight*" should be given to the conservation of designated heritage assets (NPPF paragraph 193), emphasising the more important the asset, the greater the weight should be. The need to avoid "*substantial harm*" to such assets is outlined in terms of demolition, alteration, or the compromise of its setting.

6.77 Section B of Paragraph 194 goes on to state that any harm or loss made to "*assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional*."

6.78 In addition to the above, Paragraph 7 of the PPG is of particular relevance in this instance in terms of its commentary upon the importance of "significance" in decision taking. This section advises that "*being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals*."

6.79 Also, of relevance for the purpose of this Application is Paragraph 13 which aims to define setting as a term and to explain how it should be taken into account in the assessment of proposals. Paragraph 13 defines the setting of a heritage asset as "…the surroundings in which an asset is experienced [which] may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive…". It goes on to note that "*the extent and importance of setting is often expressed by visual considerations" however setting also includes* "our understanding of the historic relationship between places". This highlights the requirement for proportionate research into the development of the area affected by the proposals and the relationships between the various identified heritage assets.

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6.80 Paragraph 18 of the PPG discusses the assessment of proposals in order to establish whether "substantial harm" is being caused to a heritage asset. It is emphasised that "*what matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset…[and] significance derives not only from a heritage asset's physical presence, but also from its setting*."

6.81 The PPG emphasises that, in general terms, "*substantial harm is a high test, so it may not arise in many cases*" (Paragraph: 018 Reference ID: 18a-018-20190723).

6.82 In assessing the potential heritage impacts Stephen Levrant Heritage Architecture has prepared a Heritage Statement including Visual Impact Assessment (VIA). The VIA which forms parts of the Heritage Statement demonstrates that the proposed development would have a minor beneficial impact on the setting of the Grade II* listed Former Barton Arcade Building and a moderate adverse impact on the group of Grade II listed townhouses to the west side of St. Ann's Square, and the special character of the square which is at the heart of the Conservation Area.

6.83 Historic England provided a response to the previous application (**Appendix F) which advised that**:

Historic England has no objection to the demolition of the existing building and we generally agree with the statement's findings in terms of the heritage impact. It is our view that the potential harmful impact of the proposals is to the spatial character of St Anne's Square and its group of listed town houses. We agree that the impact is a moderate adverse impact and that the impact is mostly towards the north end of the square. We consider this level of harm to be less than substantial as defined in the National Planning Policy Framework (NPPF)

6.84 Despite the impact from one perspective (View 1) from within St. Ann's Square, the Heritage Statement demonstrates appropriate mitigation for adverse impacts of the proposed development are accrued in other views and the development offers substantial public benefits in terms of enhancing the vitality and appearance of this part of the City Centre. Whilst it is recognised that the proposed development would result in some adverse heritage impact, it is considered that this will be appropriately mitigated by the public benefits of the scheme, in line with national and local planning policy, as set out below:

- At present, the building at 39 Deansgate (and indeed the buildings surrounding the junction) create a poor pedestrian environment and thus, a negative effect on the townscape value.
- The proposed development will regenerate a major Site within the City Centre, in line with the Ramada SRF.
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre. Notably, responding to the architectural rhythms of the adjacent Grade II* listed Barton Arcade.
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by modern businesses and residents.
- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects the transformation of the local context while retaining its significant components.
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.

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- The proposed development will provide sustained economic growth.

6.85 Overall, Stephen Levrant Heritage Architecture concludes that the adverse visual impacts of the proposed development should be considered as resulting in "*less than substantial harm*" (NPPF paragraph 196). The Heritage Statement highlights that the proposed development will have no impact upon key views towards the Grade I listed Church of St. Ann from St. Ann's Square, or upon the view looking towards the entrance to the Barton Arcade Buildings (Grade II*) from the pedestrianised square. In closing, the Heritage Statement concludes that the proposed development is demonstrably consistent with the desirability of new development making a positive contribution to local character and distinctiveness and therefore accords with the requirements of the NPPF, paragraph 192. It will give rise to significant regeneration benefits, including; the bringing back into full economic use the Site within a strategic employment area and secure significant enhancements to the streetscape.

6.86 As outlined above Montague Evans subsequently have prepared a further heritage assessment to provide further commentary and ensure that a well-rounded view is being presented. The report finds that;

- The architectural quality of the existing building is very poor and the structure detracts from the Conservation Area and the setting of the adjoining II* listed Barton Arcade;
- The detailed design measures are sympathetic to surrounding buildings and successfully mitigate the impact of the scale of the building;
- The proposals have a significant heritage benefit to the Barton Arcade. The proposals have been designed to reflect the design of the Arcade and the architectural interest of the Arcade remains unaffected by the scale of the proposals;
- The proposals will have '*limited less than substantial harm*' on The Royal Exchange which differs from SLHA's findings of '*negligible adverse impact*'. The harm is limited as the proposals do not affect the building interiors, the principle view or the main façade;
- ME disagree with the Council's reason for refusal which stated harm to the Church of St Ann. It states that the church is a detailed building which is best appreciated up close in which there would be no visibility of the proposed development. Therefore, there is no harm to the church due to the fact that no principle views of it are affected;
- ME find that there is no harm to the St Ann's Square Conservation Area and that the proposal would bring heritage benefits to the Conservation Area as the new building would enhance the vitality and attractiveness of the area by virtue of good design and renewed use. A key characteristic of the Conservation Area is that it comprises of a vast range of architectural styles and eras and a building of this scale would be a comfortable addition to the existing range of building heights (which included buildings taller than the proposal0;
- SLHA identify the existing building as a neutral element with the setting of the Parsonage Gardens Conservation Area. ME find that the building is a detracting element and that the proposals will realise an opportunity to contribute to an improvement within the setting of the Conservation Area;
- SHLA identify '*moderate adverse*' level of harm to numbers 16, 18, 20 and 22, St Ann's Square. ME do identify some harm but disagree that the level of harm would be so high. This is due to the visual impact being kinetic and a number of views remaining unaffected; and

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- Overall, the report find that the proposal present a net enhancement in respect of the historic environment and townscape character.

Climate Change and Sustainability

6.87 In March 2019, the Council endorsed the draft Manchester Zero Carbon Framework as the City's overarching approach to meeting its science-based climate change targets to 2038, as part of the wider Our Manchester policy framework. A motion asking Manchester City Council to formally declare a 'climate emergency' was unanimously agreed on Wednesday 10 July 2019. The motion committed to embedding the issue of climate change as an integral part of council decision-making, ensuring that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind. The council approved the 2038 target on behalf of the city in November 2018.

6.88 The Applicant embraces sustainability as a key corporate objective which is central to its strategy and culture. In line with this commitment, the scheme proposals have been designed to BREEAM 'Excellent' standards and will incorporate a number of measures to reduce CO_2 emissions and significantly improve upon the performance of the current building.

6.89 Core Strategy Policy EN4 requires that proposals for new development follow the principle of the Energy Hierarchy including:

- reducing the need for energy through design features that provide passive heating, natural lighting and cooling;
- reducing the need for energy through energy efficient features such as improved insulation and glazing; and
- meeting residual energy requirements through the use of low or zero carbon energy generating technologies

6.90 Alongside the above policy, Core Strategy Policy EN6 advises that all developments over 1,000 m^2 will be required to connect to a CHP/ district heating anchor or where this is not feasible secure a 15% increase on Part L 2010. The policy requires the submission of an Energy Statement to be submitted at the outset of any proposed development. It goes on to state that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO_2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.

6.91 In terms of Climate Change adaptation, Core Strategy Policy EN8 expects new developments to be adaptable in terms of design, layout, siting and function. In developing proposals, developers should have regard to features including minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability; reduction in urban heat island effect through the use of Green Infrastructure such as green roofs and increased tree cover and waterways, and the need to control overheating of buildings through passive design.

6.92 Paragraph 153 of the NPPF, Chapter 14, details that Local Plans should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply / demand considerations.

6.93 Paragraph 152 specifies that in supporting the move to a low carbon future, new development should be planned to reduce greenhouse gas emissions (e.g. through location, orientation and design) and avoid increased vulnerability to the range of impacts arising from climate change.

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6.94 An Energy, Sustainability and Waste Management Statement prepared by the Energy Council has been submitted in support of the Planning Application. The Statement evaluates the technical and economic feasibility of using both passive and low and zero carbon technologies and assesses the practical levels of CO_2 reduction possible for the proposed development to comply with planning requirements set out above.

6.95 A series of low and zero carbon technologies were evaluated including solar photovoltaics, ground source heat pump and combined heat and power (CHP).

6.96 The approach pursued for the proposed development is to embed sustainability into the heart of the development through a range of design measures based on the '*Be Lean, Be Clean, Be Green'* design hierarchy. Measures will include:

1. Enhanced building fabric to meet Building Regulation ADL2A (2016)
2. Enhanced air tightness and thermal bridging
3. Heating and cooling will be provided to office areas by a VRF heat pump system
4. Hot water will be provided by localised electric water heaters
5. Ventilation will be provided by mechanical ventilation and heat recovery (MVHR) units
6. Lighting will be provided to all areas by high-efficacy LED-type fittings

6.97 The assessment of CO_2 emissions is made based on the Simplified Building Energy Model (SBEM) methodology to comply with Approved Document Part L2A (2016) and in line with the requirements of the Core Strategy. The development will be provided with energy savings through the use of passive improvement measures, such as improved energy efficiency. This passive approach to compliance will complement the integrated approach to the sustainable energy objectives of the national and local policies.

6.98 By applying the principles of the 'Be Lean, Be Clean, Be Green' design philosophy a 18.47% improvement over Building Regulations Part L2A (2016) has been achieved as indicated in Table 6.3 below:

Table 6.3 – Proposed development CO_2 emissions against Building Reg Part L2A 2016

	Total CO2 Emissions ($kgCO_2/yr$)
Baseline Emissions of Development (pre-improvement)	266,329
Proposed Strategy	217,134
Total Reduction in Carbon ($KgCO_2/yr$)	49,195
Percentage Improvement in Carbon Emissions (Over Building Regs ADL2A 2016	18.47%

6.99 The development has also been assessed to maximise its sustainability and environmental credentials. A BREEAM pre-assessment has been undertaken by Mainer Associates, with a targeted score of 73.96% (Excellent) for the BREEAM 2018 New Construction scheme. Further details are provided in the accompanying Energy, Sustainability and Waste Management Statement and BREEAM Pre-Assessment.

6.100 In addition to the above proposals also include the following measures:

- Blue/ green roof;
- Biodiversity enhancements;
- 96 cycle spaces (car free development); and
- Potential for street tree planting

Assessment of the Scheme Proposals

6.101 Overall, the proposed development fully accords with relevant Development Plan policies and other material considerations, including the Council's Climate Change Strategies, and is considered to be acceptable in planning terms with regard to sustainability.

OTHER TECHNICAL CONSIDERATIONS

Townscape and Visual Impact

6.102 A Townscape and Visual Impact (TVIA) has been prepared by Planit-IE in support of the Planning Application to assess the likely significant effects of the proposed development with respect to Townscape and Visual Amenity.

6.103 Core Strategy Policy EN1 advises that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

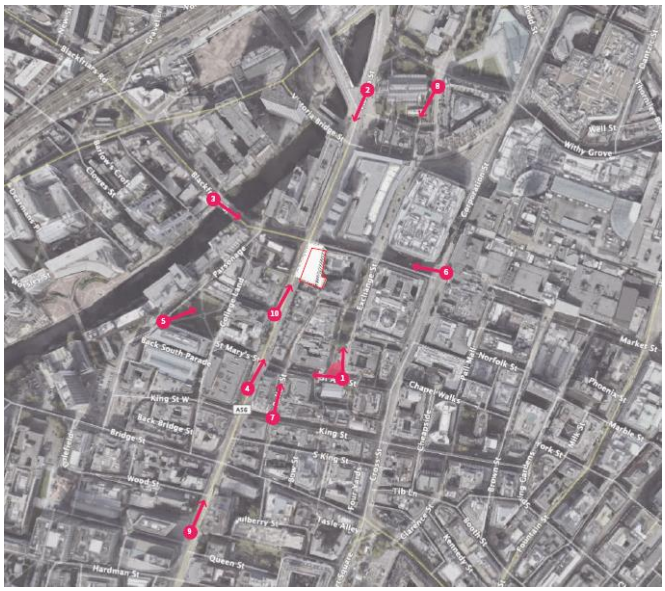
6.104 Core Strategy Policy EN2 is also of specific relevance and is addressed in detail in Chapter 8 of this Statement.

6.105 In determining appropriate height of proposals for the redevelopment of the Site, the Ramada SRF advises that developers undertake contextual appraisals and townscape analysis together with pre-application consultation with the LPA.

6.106 The potential townscape and visual impact of the proposed development has been assessed using visually verified photomontages which provide a high level of detail and technical accuracy. Significant effects have then been determined through Planit-IE's professional judgment having regard to Guidelines for Landscape & Visual Impact Assessment, 3rd Edition, 2013.

6.107 The key viewpoints that have been utilised are shown in figure 6.1 below:

Figure 6.1 – Visually Verified Photomontage Views



6.108 Each of the key viewpoints, both before and after, as shown in figures 6.2 – 6.11 below together with Appendix 4 of the TVIA.

Assessment of the Scheme Proposals

Figure 6.2 – View 1 'Panoramic view from the south-eastern corner of St Ann's Square facing north-west'

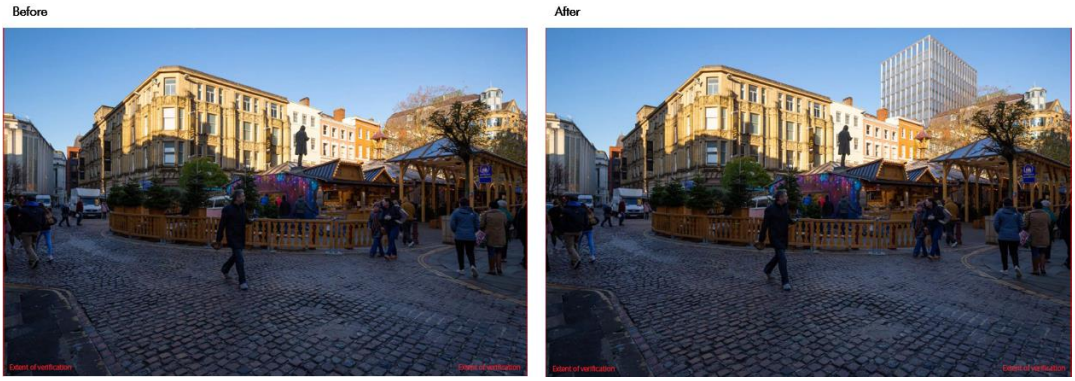


Figure 6.3 – View 2 'View from Victoria Street facing south along Deansgate'



Figure 6.4 – View 3 'View from Blackfriars St bridge facing east'

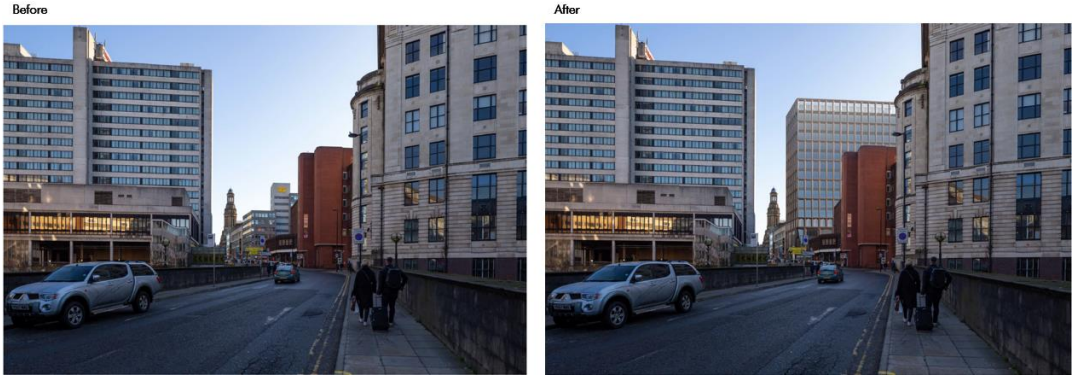
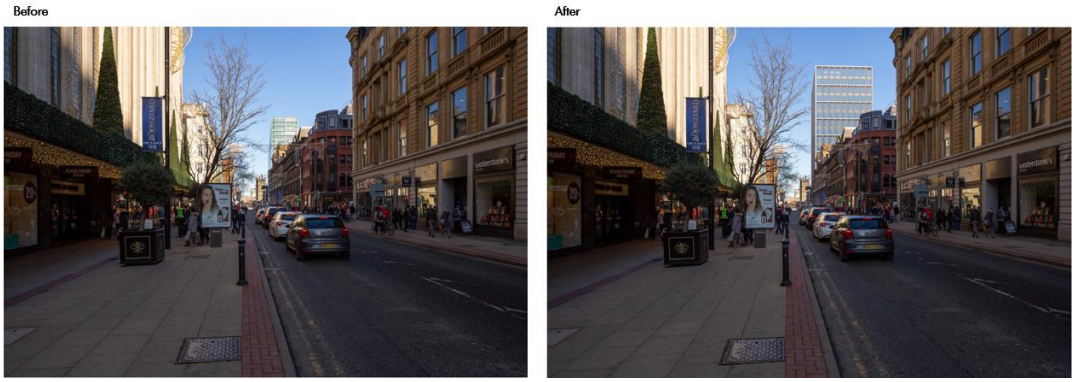


Figure 6.5 – View 4 'View from Deansgate, adjacent to Kendals facing north'



Assessment of the Scheme Proposals

Figure 6.6 – View 5 'View from the south-western corner of Parsonage Gardens facing north-east'



Figure 6.7 – View 6 'View from the junction of Market Street and Corporation Street facing west'

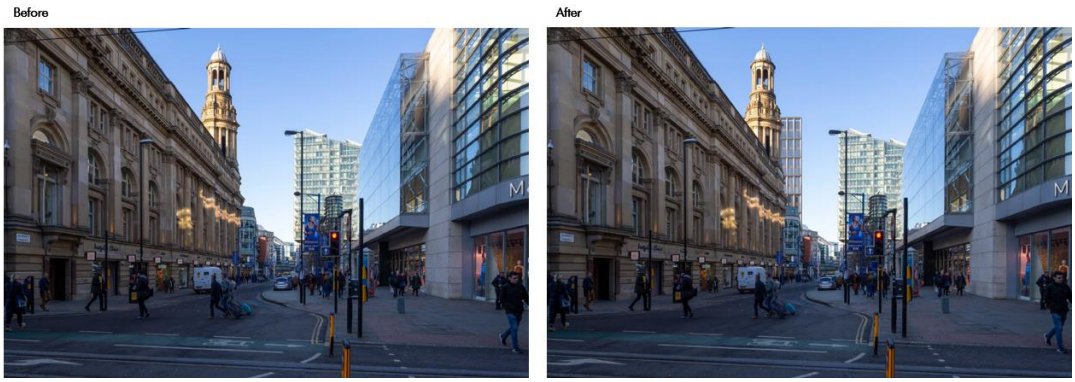


Figure 6.8 – View 7 'View from King Street facing north along Police Street'

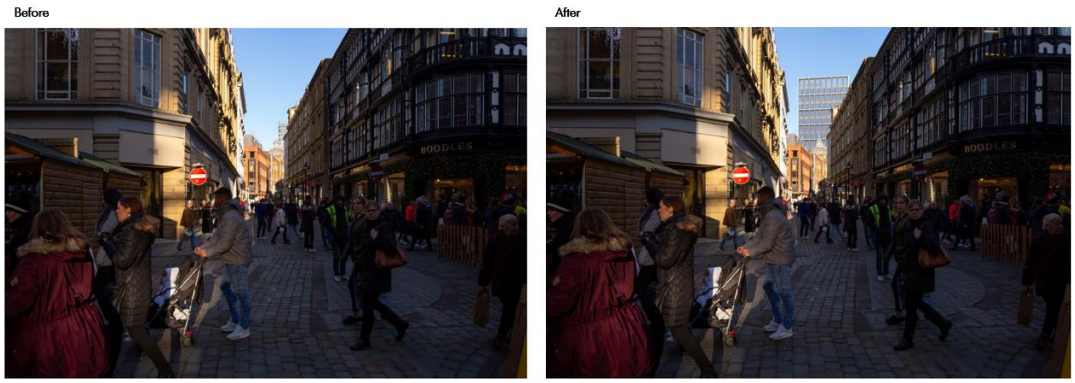


Figure 6.9 – View 8 'View from Cathedral Gardens facing south'

Assessment of the Scheme Proposals

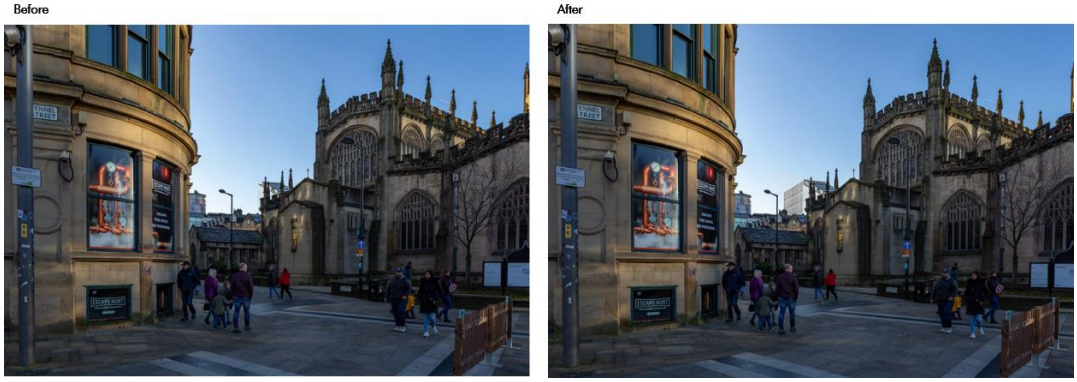
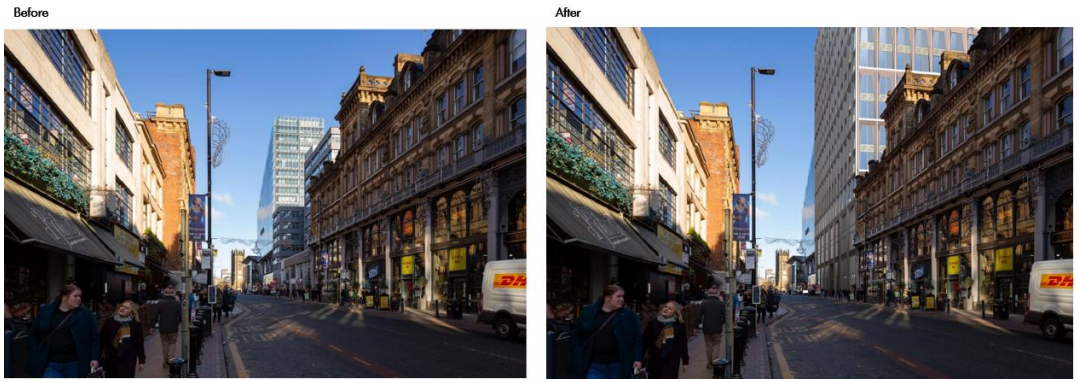


Figure 6.10 – View 9 'View from Deansgate from Spinningfields Square facing north'



Figure 6.11 – View 10 'View from Deansgate adjacent to the Bartons Building facing north'



6.109 A full assessment of each of the viewpoints is provided in the TVIA and supporting Appendices. A three-stage assessment process was undertaken. Firstly, the nature of receptors (sensitivity) was assessed, and secondly, the nature of the effects (magnitude) likely to result from the proposed development were assessed. From this the overall significance of the identified effects on receptors have been assessed and determined.

6.110 The proposals have been formulated through a lengthy iterative process involving environmental assessment and consultation. This process has allowed site constraints and opportunities to directly influence development proposals. As a result, mitigation measures form part of the detailed design.

6.111 Two townscape receptors (Townscape Character – Retail Core and Site Character) were considered to experience Moderately Significant effects. These effects were both considered during the operational phase of the development with the nature of effect deemed beneficial.

Assessment of the Scheme Proposals

6.112 View 1 (construction phase) and View 10 (operational phase) were also considered to result in Moderately Significant effects. The construction phase effect to View 1 was considered adverse, however due to the nature of construction works, this effect is considered to be short-term and reversible, therefore further construction mitigation was not considered necessary. View 10 experienced moderate impacts during the operational phase which have resulted in Moderately Significant effects occurring of a beneficial nature.

6.113 Overall, the proposed development is considered to accord with Development Plan policy and other material considerations and is acceptable in planning terms with regard to townscape and visual impact.

Daylight, Sunlight and Overshadowing

6.114 Core Strategy policy DM1 requires that potential effects of proposed developments on amenity, including privacy and light, are suitably assessed and addressed through planning submissions.

6.115 It is acknowledged that due to the scale and massing of the proposed development there will inevitably be a degree of change to the levels of surrounding natural daylight. Particular attention has been paid to residential apartments at No. 1 Deansgate facing the Site which will be more sensitive to change.

6.116 In order to determine the impacts of the proposals on local daylight/ sunlight levels an assessment has been undertaken by GIA. The assessment was undertaken using methodologies set out within the Building Research Establishment (BRE) Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice'. No. 1 Deansgate, which is situated to the north of the Site, has been considered as part of GIA's assessment.

6.117 The guidelines which provide a recommendation to inform site layout and design. They are not mandatory, nor do they form planning policy and their interpretation may be treated flexibly depending on the specifics of each site.

6.118 The BRE Guide provides three methodologies for daylight assessment, namely:

- The Vertical Sky Component (VSC);
- The No Sky Line (NSL); and
- The Average Daylight Factor (ADF).

6.119 There is one methodology for sunlight assessment, denoted as Annual Probable Sunlight Hours (APSH).

6.120 The assessment concludes that No.1 Deansgate will be fully compliant with No Sky Line (NSL) daylight and Annual Probable Sunlight Hours (ASPH) sunlight with the proposed development in place.

6.121 One residential property surrounding the site, No. 1 Deansgate, is residential use was considered in the assessment. The results for this property are summarised in table 6.4 below:

Table 6.4 – Daylight/ Sunlight Assessment No.1 Deansgate

Address of Building	% of rooms compliant for VSC Daylight	% of rooms compliant for NSL Daylight	% of rooms compliant for APSH Sunlight
No.1 Deansgate	34/39 (87%)	39/39 (100%)	39/39 (100%)

6.122 The assessment finds that No. 1 Deansgate will remain fully compliant in terms of NSL daylight and APSH sunlight with the proposed development in place.

Assessment of the Scheme Proposals

6.123 The five rooms which do not meet the criteria for VSC daylight fall marginally short of the target reduction of 20%, and none are reduced by more than 25%.

6.124 Having obtained detailed floor plans of No.1 Deansgate, these rooms are dual aspect living kitchen dining rooms and are present on each floor between the fourth and eighth floor. Whilst these rooms fall marginally short of the 20% target (i.e. between 21.4% and 24.8%) they will still achieve a good VSC level for a City Centre location.

6.125 Further to the above, GIA subsequently undertook supplementary ADF tests. These indicate that the five living kitchen diners that fall short of the VSC targets will achieve ADF levels of between 7.2% and 8.4%. These are all well in excess of the 2% ADF target. All rooms within No.1 Deansgate will comply with the ADF targets.

6.126 The proposed development will be very similar in height to No. 1 Deansgate. In order for the proposed development to match the scale and mass of the existing residential buildings, deviations on the published BRE targets were expected by GIA. This is anticipated in the BRE Guide, where it recognises that the levels of daylight and sunlight will be different in these locations to low rise, sub-urban development. It states that it would be unrealistic for the surrounding residential properties to expect to maintain similar levels of daylight and sunlight as those currently enjoyed if the proposed development is to match their height and mass.

6.127 Furthermore, the density required to make efficient use of the site, means that achieving the published BRE targets (better suited to low-rise suburban development) would be an unrealistic expectation.

6.128 In summary, the compliance levels for VSC and NSL daylight and APSH sunlight are considered very good and exceed GIA's expectations for a City Centre location. The ADF analysis indicates that all rooms within No.1 Deansgate will continue to significantly exceed their respective targets.

6.129 Overall, the proposed development fully accords with the relevant provisions of Development Plan Policy DM1 and is considered to be acceptable in planning terms with regard to daylight and sunlight.

Wind Micro-Climate

6.130 Core Strategy EN2 acknowledges that tall buildings can have a significant impact on the local environment and its micro-climate. Therefore, the Council expects that the impact of new developments is modelled and that appropriate measures to create an attractive, pedestrian friendly local environment are included where necessary.

6.131 Paragraph 70 of the National Design Guide identifies environmental impacts such as wind as a special consideration when assessing tall buildings given their significantly larger scale or bulk than their surroundings.

6.132 A Wind Microclimate Assessment Report has been prepared by GIA to assess the impact of the proposed development on pedestrian wind comfort and safety in both existing and cumulative surrounds.

6.133 The assessment was performed using the LDDC variant of the Lawson Comfort Criteria, well-established in the UK for quantifying wind conditions in relation to build developments. Although not a UK 'standard', the criteria are recognised by local authorities as a suitable benchmark for wind assessments.

Assessment of the Scheme Proposals

6.134 To identify the likely effect of the proposed development on the pedestrian level wind environment, the assessment was performed using Wirth Research's high-resolution Computational Fluid Dynamics (CFD) modelling. The following 5 scenarios were tested:

- Existing Site, Existing Surrounds: The site (as existing) with the baseline conditions surrounding the site.
- Proposed Site, Existing Surrounds: The completed and operational development with the baseline conditions surrounding the site.
- Proposed Site, Cumulative Surrounds: The completed and operational development with the baseline and cumulative schemes.
- Proposed Site, Existing Surrounds with Mitigation: The completed and operational development with mitigation measures included and the baseline conditions surrounding the site.
- Proposed Site, Cumulative Surrounds with Mitigation: The completed and operational development with mitigation measures included and the baseline and cumulative schemes.

6.135 Full details of the methodology applied are set out in the Assessment prepared by GIA.

6.136 In conclusion, the proposed development was assessed to make conditions a category windier around the corner of Deansgate and St Mary's Gate, but still suitable for their intended usage, and was considered to have a moderate adverse wind effect not requiring any wind mitigation.

6.137 Without mitigation for either existing or cumulative surrounds there was assessed to be:

- substantial adverse wind effects in the service courtyard to the east of the development and
- moderate adverse wind effects by the service entrance to the east of the development.
- moderate adverse wind effect by the north west entrance, if the recess at this entrance was not accounted for.

6.138 Measures were therefore proposed to mitigate the identified adverse wind effects including the introduction of a wall across the southern edge of the bin store region and a recessed (chamfered) entrance on the north-western corner.

6.139 With the mitigation measures in place the assessment concluded that the wind conditions associated with the proposed development were rendered suitable for their intended usage. Residual effects in the service courtyard were considered to be negligible, with residual effects by the building entrances to be moderate beneficial.

Sustainable Transport

6.140 The Site is situated in a highly sustainable City Centre location on the edge of the City's prime commercial and retail areas, affording it excellent accessibility by pedestrians, cyclists, public transport and road.

6.141 Core Strategy Policy T1 states that the Council will support proposed developments that improve choice by non-car transport modes; reduce the negative impacts of road traffic including congestion, air pollution and road accidents, and promote a travel hierarchy which prioritises pedestrians and disabled people followed by cyclists and public transport. Commercial access, general off peak traffic and general peak time traffic should be given least priority.

6.142 In terms of actively managing the patterns of development the Council in accordance with Core Strategy Policy T2 will seek to ensure good access to the City's main economic drivers

Assessment of the Scheme Proposals

including the Regional Centre. Within the City Centre developers will be encouraged to provide car parking levels which reflect the highly accessible nature of the location.

6.143 Paragraph 105 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

6.144 In assessing proposals, it should be ensured that: appropriate opportunities to promote sustainable transport modes are taken up; safe and suitable access to the site can be achieved for all users; and any impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (para. 110).

6.145 A Transport Statement, Interim Travel Plan and Waste Management and Servicing Strategy have been prepared by Curtins.

6.146 A review of baseline conditions and highway safety in the vicinity of the site was undertaken and demonstrated that the site is highly accessible by sustainable modes of transport. Curtins note that the surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site.

6.147 The assessment considers that there are no existing safety issues likely to be exacerbated by the proposed development.

6.148 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the proposed development (excluding car parking). It is not considered that the additional traffic from the proposed development would have a significantly detrimental impact on the surrounding highway network. Furthermore, the impact on car parking throughout the City Centre would be insignificant.

6.149 The proposed development would provide 96 spaces, exceeding MCC cycle storage standards, and would result in the removal of the existing 13 no. car parking spaces from the building.

6.150 Overall, the Site is situated in a highly sustainable location and fully compliant with relevant Development Plan Policies and national guidance and is acceptable in planning terms with regard to transport.

Air Quality

6.151 Core Strategy Policy EN16 seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes, including Deansgate. The Council expects developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

6.152 Paragraph 186 of the NPPF advises that LPA decision should "*sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement*".

Assessment of the Scheme Proposals

6.153 The Site is located within the Greater Manchester Air Quality Management Area which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO_2) air quality objective. An Air Quality Assessment was undertaken by BWB Consulting in support of the Planning Application.

6.154 A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.

6.155 The proposed development trip generation was screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed road traffic emissions impact assessment was required. The proposed development trip generation did not exceed the relevant screening criteria and therefore detailed dispersion modelling of development-generated road traffic was not undertaken.

6.156 The Site is situated in a highly sustainable location within the City Centre which affords significant opportunities for travel by non-car modes including walking, cycling and public transport. The proposals do not propose any car parking and will incorporate 96 no. secure cycle spaces.

6.157 Overall, the proposed development is acceptable in air quality terms and fully complies with Policy EN16 and the relevant provisions of national guidance.

Noise and Vibration

6.158 Core Strategy policy DM1 requires that potential effects of proposed developments on amenity, including privacy and light, are suitably assessed and addressed through planning submissions.

6.159 'Saved' UDP policy DC26.1 'Development and Noise' seeks to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

a) the effect of new development proposals which are likely to be generators of noise; and

b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

6.160 A Noise Impact Assessment was undertaken by BWB Consulting in support of the Planning Application. To inform the assessment, a baseline noise survey was undertaken in October 2019, as agreed with MCC Environmental Health Officers, to determine the prevailing noise climate on the site and at the nearest noise sensitive receptors to the proposed development.

6.161 The assessment was undertaken in accordance with relevant planning policy, British Standards and Guidance documents.

6.162 Based on the assessment findings, it is considered that noise levels can be satisfactorily controlled to within recommended acoustic design standards so that a suitable acoustic environment is provided to all future occupants and that impacts associated with the operation of the development can be controlled to an appropriate degree.

6.163 Overall, the proposed development is acceptable in noise terms and fully complies with Core Strategy Policy DM1 and 'Saved' UDP Policy DC26.1.

Assessment of the Scheme Proposals

Flood Risk and Drainage

6.164 Core Strategy Policy EN14 identifies that flood risk is increasingly becoming a key issue. In line with national guidance the Council advises that development should be directed away from Sites at the greatest risk of flooding. All Sites over 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones are required to provide a site-specific Flood Risk Assessment. Furthermore, all new developments should minimise surface water run-off, including through the use of Sustainable Drainage Systems (SuDs).

6.165 In the interest of maintaining water quality, Core Strategy Policy EN17, advises that development should avoid adverse impact on water quality and minimise surface water run-off.

6.166 Paragraph 159 is clear that inappropriate development in areas at risk of flooding should be avoided.

6.167 A Flood Risk Assessment and Drainage Strategy has been prepared in support of the planning application by IGE Consulting.

6.168 Following review of the Environment Agency flood maps and data, it has been confirmed that the site lies wholly in Flood Zone 1.

6.169 There will be no change in hard surfaced area at the post-development site in relation to the current situation. It is proposed to discharge post-development surface water to the adopted combined sewer system at locations along the diverted sewer line (within the new building envelope).

6.170 All feasible SuDS methods have been assessed given the nature and location of the development site none are considered feasible other than the blue roof system which work by retaining the flow of water into the sewer system.

6.171 It is proposed to discharge post-development foul water to the adopted combined sewer system via connection(s) along the diverted sewer line to suit the detailed building design.

6.172 With careful design of the drainage elements as described above, there will be no residual flood related risks remaining after the development has been completed. Overall, the proposed development fully accords with Core Strategy Policy EN14 and provisions of the NPPF and considered to be entirely acceptable in flood risk terms.

Archaeology

6.173 Core Strategy Policy EN3 identifies the need for new developments to be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including archaeological remains.

6.174 'Saved' UDP Policy DC20.1 advises that the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place.

6.175 Paragraph 194 of the NPPF states that "*where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation*".

6.176 An Archaeological Desk-Based Assessment has been prepared by Orion Heritage in support of the planning application. The assessment draws together the available archaeological,

Assessment of the Scheme Proposals

historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of the Site.

6.177 The assessment establishes that there are no recorded archaeological remains from the prehistoric, Roman, Saxon, Early Medieval and Medieval periods within the Site, and limited evidence in its surroundings.

6.178 As such, based on the available evidence the assessment concludes that the Site has a moderate/ low potential for remains of all archaeological periods which pre-date the Post-Medieval period. The assessment identifies that it may be possible that there are archaeological remains associated with late 17th Century and 18th Century buildings on Site which relate to the age of Manchester's early industrial expansion. However, the archaeological potential across the Site will be reduced due to bomb damage and the construction of the current building in the 1960's. Orion Heritage consider that this would have had significant below ground impacts, and it is unlikely that any evidence that pre-dates this will be present within the Site. A low/ nil potential for Post-Medieval remains is therefore identified.

6.179 In light of the above, the Desk-Based Assessment concludes that no further archaeological investigations are warranted on Site. Overall, the proposed development is considered to fully comply with relevant development plan policies and national guidance.

Ecology

6.180 The Site is situated in City Centre location and is not subject to any statutory or non-statutory nature conservation designations. No habitats within the site are species-rich or indicative of semi-natural habitats, Priority Habitats or invasive species, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), are present within the Site. There are currently no trees within or adjacent to the planning application boundary.

6.181 Core Strategy Policy EN15 expects developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Furthermore, Core Strategy Policy EN8 seeks to secure Climate Change adaptation measures including the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways.

6.182 Paragraph 180 (d) of the NPPF seeks to minimise impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

6.183 A Preliminary Bat Roost Assessment (PRA) has been prepared by Tyler Grange in support of the Planning Application. The Assessment concludes that the existing building is of negligible potential for bats and ss such, no further surveys for bats are required to comply with relevant legislation and planning policies.

6.184 The Assessment does however note that opportunity exists to enhance the planned new building for bats, which will be enacted through provision of a Landscape & Ecological Management Plan (LEMP). This will include provision of bat boxes on the roof of the building which would providing roosting opportunities for bats which use the River Irwell as a foraging corridor. Further enhancements through a green roof and bug hotel will also provide a local food source. These enhancements would be in accordance with the Core Strategy Policy EN15.

Television and Radio Reception

6.185 In accordance with the Council's validation checklist, dated September 2018, a baseline (pre-construction) signal survey and reception impacts assessment has been undertaken by G-Tech

Assessment of the Scheme Proposals

Surveys in support of the planning application to determine the potential effects on the local reception of television and radio broadcast services from the proposed development.

6.186 Impacts to the reception of VHF (FM) radio, digital terrestrial television (Freeview) and digital satellite television services (such as Freesat and Sky), have been assessed. The assessment concludes that:

- Digital Terrestrial Television (DTT) – Freeview - Due to the existing good coverage, the minor change in building height and the lack of low mounted antennas in any theoretical signal shadow zone, the proposed development is not expected to impact the reception of Freeview services.
- Digital Satellite Television - Freesat & Sky - The proposed development is unlikely to impact the reception of digital satellite television services because there are no satellite dishes located in any theoretical signal shadow area.
- VHF(FM) Radio - The proposed development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

6.187 Overall, the assessment concludes that the proposed development is not expected to cause any interference to the reception of either television or radio services. It states that no mitigation measures are required to restore the reception of any broadcast service.

Ground Conditions

6.188 Core Strategy Policy EN18 requires that proposals involving the redevelopment of contaminated land are accompanied by a health risk assessment.

6.189 Paragraph 183 (a) of the NPPF states that LPAs should ensure that a Site is suitable for its proposed use taking into account ground conditions.

6.190 A Phase 1 Site Investigation Report has been prepared by Renaissance in support of the Planning Application. This concludes, in terms of human health risk, that based on the preliminary Conceptual Site Model (CSM) and the current use of the site, the overall risk from land contamination at the site is considered low for a redeveloped site.

6.191 A potential on-site gas source has been identified associated with the made ground from previous developments. The preliminary CSM considers the sources to be a low risk to site end users and property based on its future redevelopment.

6.192 As the proposed design will contain an inherent level of protection equivalent to Characteristic Situation 4 (CS4) protection measures such as ground gas monitoring is not considered necessary.

6.193 In terms of controlled waters risk, based on the preliminary CSM, it is considered that the overall risk to controlled waters at the site is low for the following reasons:

- No significant contamination is anticipated on site based on past end-use.
- The majority of made ground is expected to be removed through the construction of basements.
- The site does not lie within 500m of an SPZ.
- There are no potable (sensitive) water abstractions within 2000m.
- The nearest groundwater abstraction is for general cooling.

Assessment of the Scheme Proposals

- The site and surrounding area are predominantly covered in hardstanding reducing the infiltration of groundwater.

6.194 Overall, the proposed development fully accords with Core Strategy policy EN18 and relevant provisions of the NPPF and is considered to be entirely acceptable in terms of risk posed to human health from the redevelopment of the Site.

Unexploded Ordnance

6.195 An initial risk assessment found that the site is in an area designated as 'Moderate Risk' from Unexploded Ordnance (UXO) and in close proximity to a 'High Risk' area and to the recorded location of a bomb strike.

6.196 On this basis, a Detailed Risk Assessment Report was undertaken for the Site in view of the proposed works; demolition of the existing building, intrusive site investigation and construction of a new high-rise development including deep piled foundations to bedrock.

6.197 The detailed risk assessment finds that that UXO poses a Moderate Risk to the proposed works. This is due to an elevated likelihood of German UXO remaining present in undisturbed virgin WWII-era soils. On this basis, intrusive site investigation and foundation piling activities are potentially at risk due to the high force and the blind nature.

6.198 Consequently, the following activities have been recommended:

1. Prior to any intrusive works, an appropriately experienced person must give a UXO Safety Awareness Briefing (toolbox talk) to all personnel conducting intrusive works.
2. For intrusive site investigation, an appropriately qualified EOD Engineer (banksman) is required to provide a watching brief on all exploratory holes (trial pits, boreholes etc.). The EOD engineer is able to give the above recommended briefings, will identify UXO objects in open excavations and will clear exploratory hole locations using a portable magnetometer.
3. Prior to foundation piling, an Intrusive Magnetometer Probe Survey is recommended to clear all pile locations. This can be done using open-hole drilling techniques and an EOD engineer to use a portable magnetometer within each hole to clear to the maximum bomb penetration depth. One open hole per planed piled foundation location is usually required.

Green and Blue Infrastructure

6.199 Core Strategy Policy EN9 encourages green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.

6.200 This is expanded upon further in the Manchester Green and Blue Strategy (2015) a key objective of which is to use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth. Allied to this, green roofs and green walls are beginning to become part of the City's built environment, providing an increasingly important resource for biodiversity, water management and climate adaptation. Moreover, the provision of green/blue infrastructure can enhance people's health and wellbeing.

6.201 As detailed in the 'Proposed Development' section at Chapter 4 of this Statement a number of measures are proposed to improve blue and green infrastructure at the Site. Currently, the Site does not incorporate any does not include any planting or specific features to enhance

Assessment of the Scheme Proposals

biodiversity. The proposed development is assessed against the key objectives of the Green and Blue Infrastructure Strategy in table 6.5 below:

Table 6.5 – Assessment of scheme proposals against Green and Blue Infrastructure Strategy Objectives

Green and Blue Infrastructure Strategy Objectives	Alignment with Objectives
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers	The existing building does not incorporate any elements of green or blue infrastructure therefore the proposals represent a significant improvement, delivering benefits in terms of the health and welling of the public, occupiers and biodiversity locally.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth	The roof terrace will include a series of managed planers and seating which can be enjoyed by occupiers of the building, enhancing the health and wellbeing. Furthermore, whilst note publicly accessible the proposed green/ blue roof will enhance biodiversity in the locality, providing a stepping stone for birds, bats, bees and other insects.
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond	The proposed roof terrace, and green/blue roof together with the proposed improvements to the public realm in the vicinity of the building should be seen as part of wider aspirations set out in the Ramada Complex SRF and emerging St Mary's Parsonage SRF. These regeneration strategies both seek to create vibrant public realms, with a particular focus on revealing the River Irwell, which will create a new destination in the City Centre.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment	The proposed green/blue roof will increase occupiers appreciation and awareness of local biodiversity in the locality and enhance the attractiveness of the development to employers/ occupiers.

6.202 Overall, the proposed development accords with Core Strategy policy EN9 and the vision and objectives set out in the Manchester Green and Blue Strategy. In summary, the proposals are considered to be acceptable in planning terms with regard to green and blue infrastructure.

Crime Impact

6.203 Core Strategy Policy EC1 advises that new development should take account of opportunities to reduce crime by applying current best practice in security design. This is supplemented by Core Strategy Policy DM1 which requires that regard is had to community safety and crime prevention in designing scheme proposals.

6.204 Design for Security consultants at Greater Manchester Police were consulted at the pre-application stage and they prepared a Crime Impact Statement (CIS) to support the Planning Application.

6.205 The CIS assessed the proposed scheme against the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and fear of crime. The proposed layout of the scheme was considered to be acceptable subject to the inclusion of minor design changes. These design changes have subsequently been included as part of the detailed design. Overall, therefore the proposed development accords with Core Strategy Policies EC1 and DM1 and is considered to be acceptable in planning terms with regard to crime impact.

OPERATIONAL MANAGEMENT AND SERVICING

Servicing and Waste Management

6.206 Core Strategy Policy EN19 requires that the sustainable waste management needs of the end user will be met by proposals. Chapter 4 of the Guide to Development in Manchester SPD also requires that all developments should have a waste management strategy included as part of

Assessment of the Scheme Proposals

planning applications to ensure that adequately sized bin storage areas, access for collection crews and vehicles, and other aspects of waste management are designed into the development at the earliest stage.

6.207 A Waste Management and Servicing Strategy, including waste proforma, prepared by Curtins and an ESWM Statement prepped by the Energy Council are submitted in support of the Planning Application. Both assessments demonstrate that the waste management and servicing strategy set out in Chapter 4 of this Statement has been considered at an early stage in the process and that the refuse provision proposed is acceptable in policy terms.

Car and Cycle Parking

6.208 Core Strategy Policy CC5 seeks to ensure that development includes adequate parking provision for cars and bicycles. Appendix B of the Core Strategy provides parking standards for new development in the City.

6.209 Given the Site's sustainable location and access to public transport nodes the proposals do not incorporate any car parking. Cycle parking for 96 bicycles would be provided in the basement. This would exceed the Council's requirements for 1 space per 200m^2 for office uses together with 1 space per 50m^2 for retail uses.

6.210 Overall, the proposed development is considered to be entirely acceptable in parking terms.

CONSTRUCTION MANAGEMENT

6.211 In accordance with Core Strategy Policies SP1 and DM1 a draft Construction Management Plan has been prepared by CBRE to provide outline information relating to management of construction activities. It is intended to be a live document that will be reviewed at regular intervals by the project / contract team to reflect progress of the works and changes in requirements. Following the selection of a preferred contractor the plan will be further refined. Prior to commencement of any works the refined plan will be submitted to and with the LPA.

Local Labour Agreement

6.212 A Local Labour Agreement will be entered into and agreed with the LPA prior to commencement. This Agreement will contain a commitment to use reasonable endeavours to work with the Work and Skills Team at MCC in order to ensure that employment opportunities resulting from construction of the scheme are made available to Manchester residents through the existing recruitment offer.

Minimising Disruption during Construction

6.213 Every effort will be made to minimise disruption to local residents and businesses where practicable. To this end, the Applicant will seek to ensure that prospective Contractors are registered with the Considerate Contractors Scheme.

6.214 Construction activities will be undertaken in line with MCC's standard construction working hours to minimise noise disturbance to surrounding properties.

SUMMARY AND CONCLUSION

6.215 The proposed development has been designed taking into account relevant Development Plan policy contained in the Core Strategy and 'saved' policies of the UDP together with other material considerations including the Ramada Complex SRF, Guide to Development in Manchester SPD; local strategies and national guidance. Overall, the proposals are

Assessment of the Scheme Proposals

considered to accord with the Development Plan and be supported by other material consideration which weigh in favour of the scheme.

7.0 Tall Building Assessment

7.1 The Manchester Guide to Development SPD, requires any tall building proposals to be presented in the context of the joint guidance produced by CABE and English Heritage for assessing tall buildings. Core Strategy Policy EN2 'Tall Buildings' must also be taken into consideration. This Chapter provides an assessment of the scheme proposals detailed in Chapter 4 against relevant tall building considerations.

TALL BUILDINGS: HISTORIC ENGLAND ADVICE

7.2 On December 10th 2015, Historic England published 'Tall Buildings: Historic England Advice Note 4' which supersedes 'Guidance on Tall Buildings' which was produced by English Heritage and CABE in 2007, and reflects its practical experience of the impact of an increased number of completed tall buildings on the historic environment.

7.3 The purpose of the guidance is to support all those involved in dealing with proposals for tall buildings in implementing historic environment legislation, the relevant policies in the NPPF, and the related guidance given in the PPG.

7.4 Prior to submitting a Planning Application, paragraph 41 of the advice encourages applicants to undertaken pre-application consultation with the LPA and Historic England in order to:

a) *"Identify the zones of visual influence of a proposal, which then help to understand the character of the areas that may be affected and determine which individual heritage assets are likely to be affected (this includes considering recognised views and the settings of heritage assets);*

b) *Guide and improve design. Design Review is an established tool for the assessment of impact at the pre-planning and planning application stages, and can inform the Design and Access Statement. The greater the impact, the more detailed and comprehensive the Design and Access Statement needed. The same is true in relation to the heritage assessment; and*

c) *Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact of a tall building can be properly and objectively assessed".*

7.5 As part of the design evolution process extensive pre-application consultation has been undertaken with the Council, Historic England, Places Matter! Design Review and the local community, as detailed in the supporting Statement of Consultation. Through this process, key planning considerations were identified and agreed with the Council including the scope of the heritage assessment and key views to be assessed as part of the Townscape and Visual Impact Assessment.

7.6 The guidance incorporates a checklist (page 8) to inform the preparation of planning applications for tall buildings including:

a) Design and Access Statement

b) Heritage assessment

c) Assessment of context (local and town- or city-wide)

d) Assessment of cumulative impacts

e) Environmental Impact Assessment

f) Satisfaction of the following design criteria:

- Architectural quality

Tall Building Assessment

- Sustainable design and construction
- Credibility of the design
- Contribution to public space and facilities
- Consideration of the impact on the local environment (and particularly at ground level)
- Provision of a well-designed inclusive environment

7.7 The Applicant's response to these matters is addressed in turn below:

Design and Access Statement

7.8 A comprehensive Design and Access Statement has been prepared by Sheppard Robson which sets out the key design principles and demonstrates the high-quality nature of the proposed landmark building, informed by a robust Heritage Assessment.

Heritage Assessment

Heritage Statement

7.9 In order to appreciate the effect the proposals will have on the surrounding historic context, including nearby Listed Buildings and wider Conservation Areas, a Heritage Statement: Significance and Impact has been prepared by Stephen Levrant Heritage Architecture. A Visual Impact Assessment (VIA) was undertaken as part of this based on 10 no. prior agreed visually verified viewpoints in order to assess the potential visual impact on the settings of identified heritage assets surrounding the Site.

7.10 As detailed fully in Chapter 7 of this Statement, the Heritage Statement outlines that:

- The Site does contain any Listed Buildings although it is situated within the St Ann's Square Conservation Area and in close proximity to number of heritage assets, the setting of which could potentially be affected by the proposed development;
- The significance of the identified heritage assets within a 250m radius of the Site (focus of the study area) and the setting of the identified heritage assets has been assessed;
- In line with the 10 Viewpoints assessed, the proposed development has been demonstrated to result in 1 instance of minor beneficial; 3 of neutral; 5 of negligible adverse; and 1 of moderate adverse.

7.11 Consequently, it was considered that the proposals will not result in any "harm" as defined within the NPPF.

Assessment of Context (local and City wide)

7.12 An assessment of local and citywide context which has informed the proposals for a tall building at the Site is provided in Chapter 2 of this Statement. The project team in developing the scheme proposals, have taken account of the physical attributes of the Site and its surroundings (including topography); neighbouring uses and character; heritage assets; scale and form; urban grain; accessibility, and other statutory designations of relevance.

7.13 In regeneration terms, the Site occupies a highly prominent location within the City Centre at the intersection of two principal routes, Deansgate and St Mary's Gate, on the edge of the prime retail and commercial areas in Manchester. The importance of this location for regeneration and redevelopment opportunities is recognised by the Council which included

Tall Building Assessment

the Site within the Ramada Complex SRF area. This Framework identifies this part of the City Centre as being suitable for new landmark taller buildings particularly at the north-east and south-east corners of the SRF area. Ultimately, this part of Manchester City Centre will undergo significant transformation in the coming years, creating a new distinctive sense of place.

Assessment of Cumulative Impacts

7.14 The cumulative impacts of the proposals in relation to other existing and proposed tall buildings in the vicinity of Site have been taken into consideration as part of the proposals, particularly in respect of daylight/ sunlight, wind micro-climate and townscape and visual impact implications. The proposals should be viewed in the context of wider regeneration aspirations for this part of the City Centre.

Environmental Impact Assessment

7.15 CBRE submitted a screening opinion on 26 November 2019 in respect of this matter to allow the Council to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

7.16 MCC previously concluded, in its Screening response in respect of the original dated 6 February 2020 that the proposed development would have some impact on the surrounding area, however it was judged that this would not be significant so as to warrant a formal Environmental Impact Assessment.

Design Criteria

Architectural Quality

Design

7.17 Tall buildings are expected to set exemplary standards in design on account of their scale, mass, potential environmental impacts and longevity. Delivering architectural quality involves a consideration, amongst other things, of the building's scale; form and massing; proportion and silhouette, facing materials; detailed surface design; relationship to other structures; impact on streetscape and near views; impact on cityscape and distant views, and impact on the skyline.

7.18 The design rationale and architectural quality of the proposals are described in detail in the accompanying Design and Access Statement prepared by Sheppard Robson.

7.19 The proposed development promotes high quality modern design, taking cues from the surrounding historic buildings, including the Grade II* Listed Barton Arcade, rather than proposing pastiche solutions. The Site provides the opportunity to propose a unique and appropriate building, taking subtle references from the rich surroundings, whilst making a dynamic new addition.

7.20 The proposals will create a high quality, exemplar Grade A office space which will provide a desirable and sought-after location on this prominent corner along Deansgate. At street level, the building will provide high end retail and commercial space which will enliven both Deansgate and St Mary's Gate.

7.21 The new 39 Deansgate will be a striking, contemporary addition to the Manchester skyline, creating a significantly improved approach both to commercial office development and buildings within conservation areas. Its sympathetic architectural language aims to strengthen the heritage setting and sit confidently within its surroundings.

Tall Building Assessment

7.22 The intention is to compose the facade of crafted components, clearly reflective of the intended high-level of build quality and conveying a sense of robustness and solidity typical of the historical context. Prioritising a high-quality, crafted facade is particularly pertinent as the proposal has a simple extruded floorplate, targeting maximum efficiency.

7.23 Overall, the design has been subject to rigorous testing which has resulted in a distinctive landmark building that references its historic context and sits confidently on this prominent gateway Site.

Sustainable Design and Construction

7.24 An Energy, Sustainability and Waste Management Statement prepared by the Energy Council has been submitted in support of the Planning Application and is explored in detail in Chapter 7 of this Statement.

Credibility of Design

Deliverability of the Proposals

7.25 In developing the design significant consideration has been given to the deliverability and viability of the scheme proposals. CBRE's Manchester Office Agency Team, market leaders in the City, has been actively involved in developing the scheme and fully support the proposals to create a new 'best in class' office building in the City Centre. Office Agency has provided detailed advice to the Applicant and the design team throughout the process to ensure that the speculative proposals are designed with future occupiers in mind.

7.26 There is a consistent demand year-on-year for smaller Grade A floorplates (5,000m^2 – 15,000 m^2) in the City Centre and due to the current nature of the leasing market, it is anticipated that there will be strong demand for single and multiple floor lettings (two/three floors).

7.27 The Applicant is committed to bringing this high-quality landmark building forward and has worked closely with CBRE's development team to establish the viability of the scheme throughout the process to ensure that they are deliverable.

Project Team

7.28 Given the prominence of the Site within the City Centre and regeneration opportunities it presents, a highly experienced project team has been instructed by the Applicant, as detailed in Table 1.1 of this Statement, to develop the scheme proposals over the past 12-18 months.

7.29 From the outset the Applicant has reiterated that the new building needs to meet the demands of the target occupiers whilst respecting and complementing the historic context through its massing, the use of high-quality materials and attention to detailing.

Contribution to Public Space and Facilities

7.30 An external roof terrace is proposed for use by occupiers of the building. The terrace, which affords views over the City Centre, will include seating areas together with areas of managed raised planters.

7.31 The footway adjoining the Site on Deansgate and St Mary's Gate will be improved and upgraded by the Applicant in the immediate vicinity of the Site following construction works. Opportunities for the planting of street trees will be explored and agreed with the Council.

Tall Building Assessment

Consideration of the Impact on the Local Environment

7.32 The Planning Application is supported by a suite of supported technical assessments which consider the impact of the proposals on the local environment and are summarised in Chapter 7 of this Statement.

Provision of a well-designed inclusive environment

7.33 The proposed development will create a well-designed inclusive environment as detailed in the supporting Design and Access Statement and Chapter 7 of this Statement.

CORE STRATEGY POLICY EN2 'TALL BUILDINGS'

7.34 Core Strategy Policy EN2 supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver regeneration benefits. The proposals are assessed against the key criteria below:

- Are of Excellent Design - As explored above, the proposals will create a high quality, exemplar Grade A office building which will provide a desirable and sought-after location on this prominent corner along Deansgate. At street level, the building will provide high end retail and commercial space which will enliven both Deansgate and St Mary's Gate. The proposed development has been informed by a suite of technical assessments to ensure that it takes into account potential impacts on the local environment and mitigates these where necessary.
- Are Appropriately Located - The Site is situated in a highly sustainable location within the City Centre. It has excellent walking and cycling accessibility and is in close proximity to a range of public transport modes including rail, bus and Metrolink services. The Site is situated within the Ramada Complex SRF Area and has been identified by the Council as a regeneration opportunity.
- Contribute Positively to Sustainability - The proposed development displays high levels of sustainability as detailed above and in the supporting ESWM and BREEAM Pre-Assessment. The proposed development will be 'car free' and will seek to encourage travel by sustainable modes.
- Contribute Positively to Place Making - The uses proposed will attract activity at different times of the day and week. The quality and distinctiveness of the architecture will complement the skyline of the City at this key City Centre intersection and create a building that is transformational and distinctive. The proposals will significantly enhance this part of the City Centre, creating a new sense of place.
- Will Bring Significant Regeneration Benefits - The proposals have been subject to rigorous viability testing throughout the design process and will generate significant regeneration benefits for the City, as detailed in Chapter 6 of this Statement. The scheme is deliverable with the Applicant is committed to continuing its investment in Manchester.

SUMMARY AND CONCLUSION

7.35 The proposed development has been designed taking into account relevant Development Plan policy contained in the Core Strategy and Historic England guidance. Overall, the proposals are considered to accord with the Development Plan and the provisions of Tall Buildings: Historic England Advice Note 4'.

8.0 Scheme Benefits

8.1 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (NPPF, para. 8):

- an economic objective – to help build a strong, responsive and competitive economy;
- a social objective – to support strong, vibrant and healthy communities; and
- an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment

8.2 This Chapter sets out the wider scheme benefits which will be derived as a result of the proposed landmark building recognising the three dimensions of sustainable development highlighted above.

8.3 The proposed development will generate the following public benefits:

- **Meeting an Identified Need for High Quality Office Space** – As detailed in the office view attached the Planning and Tall Building Statement there are strong market indicators supporting future demand for Grade A office space within Manchester but less so for poor quality tertiary space as is currently provided at 39 Deansgate. Aligned with this there is also strong Council policy support for increasing the supply of Grade A office space in the city centre and for generating the associated benefits this brings in terms of jobs growth and recovery from the Covid-19 pandemic. The proposals will create an 18,283sqm (196,797sqft) landmark new office building that will meet an identified need for high quality space within core City Centre locations. The proposals will boost the office supply pipeline post 2024 and attract occupiers from key sectors for Manchester including software developers, fintech, banking, media and leisure;
- **Catalysing Transformational Change and Achieving Regeneration Ambitions** -The delivery of the proposals contribute to realising the Council's ambition for the Ramada Complex SRF area and catalyse transformational change at the north end of Deansgate. The proposals have been designed in accordance with the principles contained in the SRF and reinforce the importance of this key gateway corner in the City Centre;
- **Construction Benefits** - The proposals will generate 387 full time construction job years which would be equivalent to 155 FTE construction jobs over the 30-month construction duration. The construction works are estimated to make a GVA contribution of £30m to the local economy;
- **Local Supply Chain and Indirect Benefits** - In addition to the above, the proposed development will generate significant benefits in the supply chain including the creation of 878 indirect or induced jobs during the construction phase and a GVA contribution of £55.3m. The project will prioritise local suppliers and where possible those who procure raw materials from local sources. Through this, the scheme will contribute to the expansion of the regional economy rooted in sustainable practices, products, and services;
- **Generation of Direct Operational Employment** - Based on the standard employment densities, the proposed development will create an estimated 1,116 FTE operational jobs broken down as follows:
  - Office – 1,089 FTE jobs
  - Commercial - 27 FTE job

Scheme Benefits

- Annually, this will generate £36.2m in total wages and £7.5m in national insurance and income tax;
- **Business Rate Contributions** – Based on the proposed development's non-residential floorspace and the potential rental rates, the gross business rates contribution to the Council would be approximately £8.5m over a 10 year period;
- **Sectors and Skills Base** - The proposed development would attract key occupiers in the Fintech, Software, Banking, Media and Leisure sectors, retaining and attracting new skilled professionals to work/ live in the City;
- **Local Labour Agreement** - The Applicant is committed to working with the Work and Skills Team at MCC in order to ensure that employment opportunities resulting from this development are made available to Manchester residents during the construction phase through the existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying;
- **Place Making** - The proposed development will establish a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the city centre. The scheme will improve the legibility of this prominent corner in the City Centre and create a sense of place, rebalancing the northern end of Deansgate together with the proposals at the Renaissance Hotel. Have taken a contextual approach, the proposals will positively respond to the architectural rhythms of the adjacent Grade II* listed Barton Arcade and reinstating the historic build line.
- **Resource Efficiency** - A 'Be Lean, Be Clean, Be Green' design hierarchy has been adopted during the design development to minimise energy demand and associated CO2 emissions. This is achieved through the adoption of passive measures including enhanced building fabric; air tightness and thermal bridging. The proposals have been designed to achieve BREEAM 'Excellent' standards aligning with higher occupier Environmental, Social, Governance (ESG) targets;
- **Sustainable Travel** - The Site is situated in a highly sustainable location and is accessible via a range of transport modes including walking, cycling, bus, metrolink and train. The proposals will be 'car free', removing the existing car parking provision on Site, and will maximise opportunities for occupiers to cycle by providing 96 no. secure cycle spaces within the basement. To further encourage occupiers to run and cycle to work the basement will incorporate a cycle maintenance area; self-contained shower and changing cubicles, with vanity area; heated drying area for equipment; lockers for personal storage; accessible WC and shower; and direct access to the main reception lobby via the main core, offering a 'cycle in / cycle out' facility;
- **Biodiversity** - A blue/ green roof is proposed which will provide a 'stepping stone' for biodiversity, targeting species reasonably possible to benefit;
- **Design and Architectural Quality** -The proposed development will redevelop an underutilised brownfield site and create a new, distinctive high-quality landmark building which will positively define the key junction, address the corner, aid legibility, and conform with the aspirations set out within Ramada Complex SRF.

SUMMARY AND CONCLUSION

8.4 The proposals have been designed to make maximum efficient use of a prominent brownfield site, to secure the highest quality design and materiality, and to generate the widest possible range of public benefits.

Scheme Benefits

8.5 Consequently, the proposed Development is demonstrably consistent with the desirability of new development making a positive contribution to local character and distinctiveness and therefore accords with the requirements of the NPPF.

8.6 In summary, the proposed development will generate a series of significant economic, social and environmental benefits and will contribute to realising the Council's ambitions for this important gateway Site in the City Centre.

9.0 Planning Balance and Conclusion

9.1 This Planning and Tall Building Statement (the 'Statement') has been prepared by CBRE Limited on behalf of Kames Property Income Fund (the 'Applicant') in support of a Full Planning Application submitted to Manchester City Council (MCC) in respect of 39 Deansgate ('the Site'), as edged red on the accompanying Site Location Plan.

DESCRIPTION OF DEVELOPMENT

9.2 The Application seeks to redevelop the Site, which falls within the endorsed Ramada Complex Strategic Regeneration Framework (SRF) area, for the:

"Erection of a 17 storey building comprising office use (Use Class B1) and flexible ground floor commercial units (Use Class A1, A2, A3 and A4), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building"

9.3 The proposals represent the first scheme to come forward since the SRF for the Ramada Complex was endorsed by the Council's Executive in May 2018 and will contribute to achieving the overarching vision for this important regeneration area within the City Centre.

SITE CONTEXT

9.4 The Site is situated at a prominent gateway location which performs a critical function in the City Centre. It is located within an area of Manchester which will undergo significant transformation in the coming years guided by development principles established in the endorsed Ramada Complex SRF. The Site represents a significant opportunity to deliver a high-quality scheme that is befitting this prestigious address.

9.5 The existing building is at the end of its economic life with further refurbishment considered to be cost prohibitive and impractical. It is inefficient and failing to optimise the use of this important Site on such a prominent corner in Manchester's City Centre. Many of the novel design features associated with the 1960's design have become a maintenance burden over the years, during which time, this end of Deansgate has transformed significantly.

9.6 Whilst the Site does not contain any Listed Building or non-designated heritage assets it does lie in the north west corner of the St Ann's Conservation Area within in the City Centre. It is situated in close proximity to a number of Listed Buildings including the Grade II* Barton's Building including Barton Arcade which adjoins the Site to the south.

PROPOSED DEVELOPMENT

9.7 The proposed development seeks to catalyse the transformation of this end of Deansgate, contributing to achieving the vision established by the Council in the Ramada SRF. Following the demolition of the existing building, it is proposed that a high quality and distinctive new 17 storey landmark office building be erected, capitalising on its prominent gateway corner plot. The building will be of the highest architectural quality and will be a positive addition to the City's skyline.

9.8 The proposals have evolved iteratively taking into account the Site's local context, including historic and townscape character; technical assessments; pre-application consultation and viability considerations.

9.9 The application is accompanied by a suite of supporting information in order to identify any potential adverse impacts on the local environment and to provide mitigation measure where necessary. Key technical assessments that have informed the scheme design include a Heritage

Planning Balance and Conclusion

Statement, Daylight Sunlight Assessment, Wind Microclimate Assessment Report, Townscape and Visual Impact Assessment and Energy, Sustainability and Waste Management Statement.

PLANNING POLICY FRAMEWORK

9.10 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

9.11 Chapter 5 of this Statement sets out the planning policy framework of relevance to the proposed development including the 'saved' policies of the Manchester UDP and Core Strategy together with other material considerations comprising the Ramada Complex SRF, NPPF, PPG and other local strategies/ guidance.

SCHEME BENEFITS

9.12 The proposed development will generate significant economic, social and environmental benefits as fully articulated in Chapter 8 of this Statement.

ASSESSMENT OF THE SCHEME PROPOSALS

9.13 Chapter 6 and 7 of the Statement assess the scheme proposals against the planning policy framework defined above. The assessments conclude that when weighed in the planning balance the proposals fully comply with relevant policies and guidance and are considered to be acceptable in planning terms.

9.14 In accordance with Paragraph 11 of the NPPF it is respectfully requested that planning permission be granted without delay.

APPENDICES

Appendix A – EIA Screening Request Letter

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Our Ref 50BCD0338401
Your Ref -

10th August 2021

Mr. Dave Roscoe
Development & Special Project Manager
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA
By email: d.roscoe@manchester.gov.uk

Dear Mr. Roscoe,

39 DEANSGATE, MANCHESTER – REQUEST FOR A SCREENING OPINION

This letter comprises a request for a screening opinion under Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended in 2018[1] and 2020[2]) (herein 'EIA Regulations 2017'). Its purpose is to ascertain whether, in the opinion of Manchester City Council (MCC), an Environmental Impact Assessment (EIA) is required for a proposed development at 39 Deansgate, Manchester (hereafter referred to as the 'application site').

A request for a screening opinion was originally submitted in relation to these proposals in November 2019. A screening opinion was subsequently provided by MCC confirming that EIA was not required. The planning application (ref. 126328/FO/2020) was refused by MCC in January 2021. The Applicant is now proposing to submit a new planning application in relation to the proposals including additional supporting information. This updated request for a screening opinion has also been prepared to take account any changes in the planning reports.

In accordance with Regulation 6(2), this request is accompanied by:

- a plan sufficient to identify the land;
- a description of the development, including in particular:
  - a description of the physical characteristics of the development and, where relevant, of demolition works;
  - a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- a description of the aspects of the environment likely to be significantly affected by the development;

[1] *The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018*

[2] *The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020*

- to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:
  - the expected residues and emissions and the production of waste, where relevant; and
  - the use of natural resources, in particular soil, land, water and biodiversity; and
- such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

The opportunity to provide '*such other information or representations as the person making the request may wish to provide or make*' has been further utilised by the Applicant, Kames Property Income Fund. This takes the form of additional commentary on the development in the context of the EIA Regulations 2017.

1. SITE CONTEXT

The application site is located on Deansgate in Manchester City Centre and is centred on National Grid Reference (NGR) SJ 83766 98516. The location of the application site is illustrated on the drawing at Appendix A (Ref: 6145-SRA-XX-XX-DR-A-02101).

The application site is situated on a prominent corner plot located at the junction of Deansgate and St Mary's Gate on one of the city's busiest thoroughfares. The application site is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development (No.1 Deansgate) are located. To the east of the application site are retail units and offices on St Mary's Gate and Exchange Square. To the south of the site lies Barton Arcade which houses retail units, offices, and, a small number of residential apartments. To the west of the application site lies offices and retail units with a car park beyond.

The application site sits at the north western boundary of the St Anne's Conservation Area and also on the edge of the adjoining Parsonage Gardens Conservation Area. Furthermore, it adjoins the Grade II* listed 'Barton Arcade', designated as one of the finest examples of Victorian arcades in the country. The surrounding area is characterised by a number of landmark buildings including the Grade II listed Royal Exchange, which dominates the north eastern boundary of the Conservation Area, and situated in the heart of the designated area is the Grade I listed Church of St. Ann. The Grade II Listed Hayward Buildings is located on the opposite side of Deansgate, and the Grade I Listed Cathedral Church of St Mary is situated approximately 200m north of the application site.

The majority of the surrounding area is characterised by 4-5 storey buildings with the occasional 10+ storey property representing a variety of typologies. The adjacent No. 1 Deansgate sits at 17-storeys at the highest point of its raking roof profile. The adjoining properties; 12-14 St Mary's Gate and Barton Arcade are 4-storeys in scale, which creates a strong reference line which follows the corner junction of the site. The existing building podium height broadly aligns with the surrounding context with a cut-back tower element of 8-storeys (9 storeys in total).

The wider area around the application site comprises a range of city centre uses, with retail, office and food and beverage outlets making up the majority of uses along with residential apartments and small pockets of green space comprising city centre parks and gardens.

2. SITE DESCRIPTION

The application site ('39 Deansgate') covers an area of approximately 0.12 hectares (1,227sq.m) and fronts onto Deansgate to the west and St Mary's Gate to the north. The application site is currently occupied by a nine-storey mixed-use building known as 'Speakers' House', constructed in 1963. It has been refurbished numerous times over the years, most recently in 2013, when new cladding was added to the main shop front façades.

The existing building has a net area of 3,754sq.m (40,408sq. ft) with accommodation arranged over ground, mezzanine, and eight upper floors. The ground floor, circa 1,116sq.m (12,013sq. ft) is occupied by a variety of retail

tenants whilst the upper floors are currently used as offices, with an area in excess of 2,638sq.m (28,395sq. ft).The offices are partially occupied and generally characterised by short term leases.

The existing 39 Deansgate building is described as a "*Concrete framed building of seven storeys over a two-storey coarse aggregate and brick podium*". The brick podium has since been re-clad but, it remains a modernist building which displays many of the architectural characteristics of the time. The building also includes a podium level parking deck which separates the tower element, with capacity for around 13 vehicles.

The site as a whole is relatively flat, rising approximately 100mm from Barton Arcade to the junction between Deansgate and St Mary's Gate. The River Irwell runs approximately 60m north west of the application site at its closest point.

3. THE NATURE AND PURPOSE OF THE PROPOSED DEVELOPMENT

3.1. The Nature of the Proposals

The Applicant is intending to submit a new full planning application for demolition of the existing building and replacement with a new building extending to 17 storeys in height. The proposed building comprises predominantly office use (E(g)(i)) with active ground floor commercial uses (E(a),(b), (c) and sui generis 'Drinking Establishments'). CGIs showing the proposed development are provided in Appendix B.

It is proposed that the new building will comprise a flexible arrangement of lettable spaces around a central core with associated back of house (BOH) spaces kept to a minimum and pushed to the rear of the building so as to maximise front of house (FOH) space and active frontages along Deansgate and St Mary's Gate. The new development is proposed to be 'car free'.

In line with the Ramada Complex Strategic Regeneration Framework (SRF) and St Ann's Square Conservation Area guidelines, the proposals include two retail units at ground floor level, maintaining and enhancing the existing character of the area. The upper office areas will be accessed via a prominent main entrance centrally located fronting onto Deansgate. The entrance will lead directly to a spacious main reception area and then on to the main core via the secure line of the building, usually in the form of a manned reception desk and speed gates. The reception area will have associated breakout seating and internal access to Retail Unit 2, which is potentially envisaged as a co-located food and beverage (F&B) outlet.

The estimated occupancy of the building would be approximately 1,116 Full Time Equivalent workers.

The building will be serviced from the existing BOH access road leading from Exchange Street. A bin store completes the BOH accommodation at ground floor. A Building Research Establishment's Environmental Assessment Method (BREEAM) compliant bike store with provision for 96 cycles will also be provided, to be accessed from the rear entrance. It will have a bicycle repair area and access to the basement level showers and drying room.

The proposals aim to tie into key facade datums of Deansgate and St Mary's Gate, in particular, the parapet levels of Barton Arcade and 12-24 St Mary's Gate. The facade concept aims to subtly reinterpret the surrounding Victorian context, notably from neighbouring Barton Arcade.

A 30-month construction period is anticipated, in addition to a subsequent 4-month tenant fit out period, with construction commencing in 2022 subject to grant of planning consent. The initial opening year of the scheme is expected to be 2024/2025 with Handover and Close Out anticipated to be Q1 2025.

3.2. Purpose of the Proposed Development

The existing building at the site is failing to maximise efficient use of the plot on such a prominent corner in Manchester's City Centre. Many of the novel design features have become a maintenance burden over the years, during which time, this end of Deansgate has transformed significantly. On this basis, the Applicant is proposing to redevelop the site in order to reflect the aspirations and ambitions of the modern city.

4. THE DEVELOPMENT IN THE CONTEXT OF THE EIA REGULATIONS

This section presents commentary on behalf of the Applicant as to whether, in their opinion, the proposals constitute 'EIA development'.

4.1. Is the proposed development of a type described in Schedule 1 of the EIA Regulations?

Schedule 1 developments are those for which EIA is mandatory. The proposed development is not of a type listed within the descriptions contained in Schedule 1.

4.2. Is the proposed development of a type described in Schedule 2 of the EIA Regulations?

Schedule 2 developments are those which require EIA if they are likely to have significant effects on the environment by virtue of factors such as their nature, size or location.

The proposals are of a type listed within the descriptions of development contained within Schedule 2, falling under category 10(b) urban development projects (including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas).

4.3. Is the proposed development a 'Schedule 2 development'?

Typically, a development is considered to be Schedule 2 development if any part of it lies within a 'sensitive area' or if it meets or exceeds the relevant thresholds and criteria for the relevant category of development.

Is any part of the development to be carried out in a 'sensitive area'?

In the context of the EIA Regulations 2017 (Regulation 2(1)), a "sensitive area" means:

- land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;
- a National Park within the meaning of the National Parks and Access to the Countryside Act 1949;
- the Broads;
- a property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage;
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979;
- an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000 as confirmed by the Secretary of State; or
- a European site.

The development proposals do not lie within a sensitive area, as defined in the EIA Regulations 2017.

Does it meet any of the relevant thresholds or criteria listed in Schedule 2?

The thresholds and criteria relevant to Category 10(b) urban development projects under the EIA Regulations 2017 are as follows:

> *(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
>
> *(ii) the development includes more than 150 dwellings; or*
>
> *(iii) the overall area of the development exceeds 5 hectares.*

The proposed development does not exceed any of the EIA thresholds, consequently it is not considered to be a Schedule 2 development.

4.4. Conclusion

The proposed development is neither Schedule 1 nor Schedule 2 development. It therefore falls outwith the EIA Regulations and is not 'EIA development'. Further commentary is provided in the enclosure to this request.

5. NEXT STEPS

5.1. Screening Opinion

In accordance with Regulation 6(6), MCC shall adopt a screening opinion within 3 weeks beginning with the date of receipt of this request. Regulation 5(5) requires that in the screening opinion, the local authority states *"the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3"*.

Should MCC consider that it has not been provided with sufficient information to adopt a screening opinion, it can, in accordance with Regulation 6(5), notify in writing the person making the request of the points on which it requires additional information.

5.2. Documents Proposed for Submission Alongside the Planning Application

The Applicant proposes to submit the following documents/reports alongside the planning application:

- Application Forms, Certificates, Notices and Covering Letter prepared by CBRE (August 2021);
- EIA Screening Letter prepared by CBRE (August 2021);
- Planning and Tall Building Statement prepared by CBRE (August 2021);
- Statement of Consultation prepared by CBRE (August 2021);
- Economic Statement prepared by CBRE (August 2021);
- Design and Access Statement (ref. 6145-SRA-XX-XX-RP-A-02003 P04 S2) prepared by Sheppard Robson Architects (July 2021);
- Heritage Statement: Significance and Impact prepared by Stephen Levrant Heritage Architecture (January 2020);
- Built Historic Environment Assessment prepared by Montagu Evans (August 2021);
- Daylight and Sunlight Assessment prepared by GIA (November 2018);
- Daylight and Sunlight Assessment Validation Letter prepared by GIA (July 2021);
- Wind Micro-Climate Assessment Report prepared by GIA (December 2019);
- Analysis of Impact on 1 Deansgate Louvres prepared by GIA (September 2020);
- Wind Microclimate Report/ 1 Deansgate Louvre Analysis Validation Letter prepared by GIA (July 2021);
- Crime Impact Statement prepared by GMP Design for Security (August 2021);
- Transport Statement (ref. 79464-CUR-00-XX-RP-TP-001 V02) prepared by Curtins (August 2021);
- Interim Travel Plan (ref. 79464-CUR-00-XX-RP-TP-002 V02) prepared by Curtins (August 2021);
- Waste Management and Servicing Strategy (ref. 79464-CUR-00-XX-RP-TP-003) prepared by Curtins (August 2021);
- Phase 1 Geo-environmental Report (ref. 1901-02 Rev P03) prepared by Renaissance (July 2021);

- UXO Risk Assessment prepared by IGE Consulting (July 2021);
- Flood Risk Assessment & Drainage Strategy (ref. 3174-03 Rev A) prepared by IGE Consulting (July 2021);
- Archaeological Desk-Based Assessment prepared by Orion Heritage (July 2021);
- Air Quality Assessment prepared by BWB Consulting (August 2021);
- Noise Impact Assessment prepared by BWB Consulting (August 2021);
- Preliminary Bat Roost Assessment (ref. 12095_R01b) prepared by Tyler Grange (July 2021);
- Landscape and Ecological Management Plan (LEMP) prepared by Tyler Grange (July 2021);
- Biodiversity Net Gain Assessment prepared by Tyler Grange (August 2021);
- Energy, Sustainability and Waste Management Statement (ref. Z30031 Rev. 1) prepared by Energy Council (August 2021);
- Ventilation Strategy (ref. 2217-EDPI-XX-XX-RP-Z-57-10001) prepared by EDPI (August 2021);
- Television and Radio Reception Impact Assessment prepared by G-Tech Surveys (August 2021);
- Operational Management Strategy prepared by CBRE (August 2021);
- Construction Management Plan including Demolition Management Plan prepared by CBRE (August 2021);
- Summary of Public Benefits prepared by CBRE (August 2021);
- Townscape and Visual Impact Statement Main Report (ref. 2071-06-LV-003-03) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 1 - Townscape Assessment (ref. 2071-06-LV-002-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 2 - Visual Assessment (ref. 2071-06-LV-001-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 3 - Townscape Figures (ref. 2071-06-FB-003-01) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 4 - Views (ref. 2071-06-FB-002-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 5 - AVR Methodology (ref. 2071-06-FB-004-00) prepared by Planit-IE (August 2021)

The information proposed to be submitted in support of the planning application is in accordance with MCC's local validation list and is considered to be sufficient to enable a robust assessment of the impacts of the scheme prior to the determination of the planning application.

We would be grateful if you can confirm:

- your receipt of this request and therefore the start date for the 3-week determination period;
- that you are satisfied you have sufficient information to make your screening opinion; and
- your confirmation that you are able to determine this request under delegated powers.

If you have any questions on the above, please do not hesitate to contact me.

Yours sincerely,



PATRICK LITTLE
INTERIM HEAD OF ENVIRONMENTAL PLANNING & ASSESSMENT
CBRE LTD

Enc. Additional commentary on the development in the context of the EIA Regulations 2017

CBRE

cc. Julie Roscoe (Manchester City Council)
Harry Bolton (CBRE Planning)
Chris Sinton (CBRE Planning)

ADDITIONAL COMMENTARY ON THE DEVELOPMENT IN THE CONTEXT OF THE EIA REGULATIONS 2017

This enclosure provides further commentary on the development in the context of the EIA Regulations 2017.

If MCC determines this scheme not to be 'EIA development' then, in accordance with Regulation 6(6), the Council shall adopt a screening opinion within 3 weeks beginning with the date of receipt of this request. Regulation 5(5) requires that in the screening opinion, the local authority states *"the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3"*.

However, since the development lies out with the EIA Regulations 2017, it is understood that should MCC consider the scheme to be 'EIA development' they would be unable to determine it so. Under these circumstances, MCC may ask the Secretary of State for a screening direction under Regulation 5(7). In the event that MCC wishes to seek a screening direction, the Secretary of State should adopt a screening direction within 3 weeks, beginning with the date of receipt of the request, or such longer period as he may reasonably require. The request must be accompanied by all the previous documents relating to the original request for a screening opinion, together with any additional representations that the Applicant may wish to make.

In making a decision, in accordance with Regulation 5(5), the Secretary of State takes into account any information provided by the Applicant, the results of any relevant EU environmental assessment that are reasonably available, and the selection criteria relevant to Category 10(b) urban development projects, as set out in Schedule 3 to the regulations. In accordance with Regulation 5(5), where the Secretary of State adopts a screening direction, it must:

> *(a) "state the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3;*
>
> *(b) if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment; and*
>
> *(c) send a copy of the opinion or direction to the person who proposes to carry out, or who has carried out, the development in question."*

In making their decision, the Secretary of State is required to take into account the selection criteria set out in Schedule 3 of the regulations that are relevant to the development. The selection criteria are split into 3 sections:

- Characteristics of development (Table 1);
- Location of development (Table 2); and
- Types and characteristics of the potential impact (Table 3).

Characteristics of development

Table 1 provides a consideration of the proposed development in the context of the selection criteria provided in Section 1, Schedule 3 of the EIA Regulations.

In line with case law on the matter of screening[3,4], the assessment of the possible effects on the environment takes into consideration any mitigation measures proposed that:

- are considered to be well-established and easily achievable;
- are not controversial; and
- do not in themselves have potential for significant environmental effects.

[3] [2003] EWHC 8 (Admin) (http://www.bailii.org/ew/cases/EWHC/Admin/2003/8.html)
[4] [2005] EWHC 191 (Admin) (http://www.bailii.org/ew/cases/EWHC/Admin/2005/191.html)

Table 1

Schedule 3, Section 1 – Characteristics of Development

SELECTION CRITERIA	DISCUSSION
The characteristics of development must be considered with particular regard to -	
The size and design of the whole development	The application site comprises an area of 0.11 hectares (1,100sqm). Information on the design of the development is provided in **Table 3** of this request for a screening opinion.
Cumulation with other existing development and/or approved development	In their response to the technical consultation on EIA thresholds[5], the Ministry of Housing, Communities and Local Government (MHCLG) stated that urban development projects below the revised EIA screening thresholds "*will not be likely to have significant effects either alone or in combination with other projects because of their nature, location or impact*". On this basis, the consideration of cumulative effects has been generally limited to those projects where: ■ the development includes more than 1 hectare (site area) of urban development which is not dwelling house development; or ■ the development includes more than 150 dwellings; or ■ the overall area of the development exceeds 5 hectares. To take account of tall, non-residential developments, any such schemes with over 10,000sqm of non-residential floorspace, have also been considered. With reference to these parameters, committed development within one kilometre of the application site (i.e. developments with planning consent) are detailed in Appendix C. Due to the city centre location, there are a relatively large number of committed schemes identified. Therefore, schemes within 400m of the application site are detailed below, as these have the most potential to cumulatively interact with the proposed development:

Site Address & Scheme Ref No.	Planning Ref	Description	Distance from application site
Land At Chapel Street Bounded By Clowes Street, River Irwell And Dearmans Place Salford	14/65224/FUL	Demolition of existing buildings and redevelopment to create four residential (use class C3) buildings ranging from 13 - 23 storeys creating 995 new dwellings, 1,469sqm ground floor commercial floorspace (flexible use classes A1 to A5, B1, D1, and D2) and ancillary community facility floorspace, 375 car parking spaces, cycling provision and related highway, access, servicing, landscaping, plant and associated works	230m
Embankment West Off Salford Approach And New Kings Head Yard Chapel Street Salford	17/70626/FUL	Erection of one 18 storey residential building (Block A, Use Class C3); one 16 storey residential building (Block B, Use Class C3); one 18 storey building providing a mix of residential and serviced apartment accommodation and amenity facilities including lounge, swimming pool and gym (Block C, Use Class Sui Generis); 536sqm of commercial floorspace (Use Classes A1, A2, A3, A4); new access from Greengate; car and cycle parking; public realm and landscaping; and other associated works.	290m

[5] [2015] DCLG Government response to the technical consultation on environmental impact assessment thresholds; Para 26.

SELECTION CRITERIA	DISCUSSION			
	Land Off Worsley Street Riverside Estate Salford	16/67780/FUL EIA	Erection of a 17 storey residential building (Use Class C3), consisting of 188 apartments ground floor residential, amenity areas and commercial units (Use Class A1, A2, A3, A4, B1 and D2), 427sqm floor space, public realm and landscaping, access and servicing arrangements and associated works.	330m
	Land At Bridge Street, New Bailey Street Riverside Estate Salford	16/67779/FUL EIA	Demolition of existing buildings, erection of a 35 storey residential building (Use Class C3), consisting of 318 apartments and mezzanine floor, residential amenity areas and commercial unit (Use Classes A1, A2, A3, A4, B1, D2), (404sqm floor space), public realm and landscaping, access and servicing arrangements and associated works, and construction of new entrance to office building	400m
	20 - 36 High Street Including Church Street Market Stalls Manchester M4 1QB	121375/FO/2018	Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.	400m

As with the proposed development, the construction works for the schemes listed in Appendix C will be undertaken in accordance with a Construction Environmental Management Plan (CEMP). The CEMP will include measures to mitigate potential impacts related to air quality, noise, transport, ground conditions and other environmental considerations. With these measures in place, significant residual impacts would not be expected. As such, should the construction phases of the 39 Deansgate scheme and the schemes listed in Appendix C coincide, significant cumulative impacts would not be anticipated in relation to these topic areas. The CEMP for the 39 Deansgate scheme will be prepared and agreed with the MCC prior to the start of construction works. It can be secured through a suitably worded pre-construction condition to any future planning consent.

As the proposed scheme is 'car free' and will generate very few additional trips on the highways network, significant cumulative transport effects – and therefore air quality and noise effects associated with road traffic – are not anticipated. Furthermore, the closest cumulative scheme is the development on land at Chapel Street bounded by Clowes Street, River Irwell and Dearmans Place Salford (Ref: 14/65224/FUL) which is approximately 230m away, and therefore none of the identified schemes are considered close enough to the application site to result in significant cumulative wind microclimate, daylight, sunlight or overshadowing effects.

The potential impacts of the proposed development on surrounding views, heritage assets and townscape character have been a key consideration during the design development and consultation phase, and consequently, where feasible, mitigation of adverse impacts has been 'designed in'.

SELECTION CRITERIA	DISCUSSION
	The effects of the construction works on the surrounding townscape and visual receptors are expected to range from 'no change'/negligible to minor adverse, with one Moderate Adverse effect anticipated on one view (1: View from the south-eastern corner of St. Ann's Square facing northwest). Such effects are typically unavoidable, and all will be short-term, temporary and reversible. Once complete and operational, the effects of the proposed development on the surrounding townscape and visual receptors are expected to range from neutral to beneficial, with no adverse effects anticipated. Where the appearance of a building could potentially be considered harmful, the high quality of the design is expected to balance out that harm and result in a 'neutral' or 'beneficial' judgement. On this basis, and given that all cumulative schemes are located 230m or more from the application site, significant adverse cumulative effects are not expected to arise once the scheme is operational. Once complete and operational, the proposed development is expected to result in Minor Beneficial effects on Barton's Building and Haywards Building; Moderate Adverse effects on a group of Grade II listed townhouses to the west side of St. Ann's Square (No.16, St Ann's Square; Nos. 18 and 20, St Ann's Square; and No. 22, St Ann's Square), and Negligible or Neutral effects on all other statutory designated heritage assets within a 250m radius of the application site. The Heritage Statement concludes that "*despite the impact from one perspective (View 1) from within St. Ann's Square, the Heritage Statement demonstrates appropriate mitigation for adverse impacts of the Proposed Development are accrued in other views and the development offers substantial public benefits in terms of enhancing the vitality and appearance of this part of the city. Consequently, it is considered that whilst the proposed development would result in some adverse heritage impact this will be appropriately mitigated by the public benefits of the scheme.*" On this basis and given that all cumulative schemes are located 230m or more from the application site, significant cumulative effects on designated heritage assets are also not anticipated. **Overall, no significant cumulative environmental effects are anticipated as a result of the construction or operation of the proposed development alongside other local committed developments.**
The use of natural resources, in particular land, soil, water and biodiversity	The development will not result in the use of natural resources beyond those required to construct and heat/supply the buildings. The likely impacts of the proposals on land, soil, water and biodiversity are discussed in **Table 3**.
The production of waste	Material arising from any demolition and groundworks will require off-site disposal at an appropriately licensed facility, where it cannot be re-used within the site boundary. The scheme will be designed in accordance with MCC's requirements for waste collection and recovery, which encourage the separation of waste at source to minimise the volume taken to landfill.
Pollution and nuisances	Risks of pollution during construction will be minimised through adherence to a Construction Environmental Management Plan (CEMP), which will be conditioned to any planning permission. The CEMP will be prepared and agreed with MCC prior to the start of construction works and include measures in line with best practice guidance. Appropriate mitigation measures will be implemented accordingly at the application site to reduce the risk of pollution incidences and/or nuisances, such as noise.
The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge	**Natural Disasters** The following types of major natural disasters have been considered: ■ Epidemics; ■ Animal infestation; ■ Earthquakes;

SELECTION CRITERIA	DISCUSSION
	■ Mass movements; ■ Volcanic eruptions; ■ Storms; ■ Droughts; ■ Extreme temperatures; ■ Floods (including storm surges); and ■ Wildfires. Given the low risk of occurrence in the UK of many types of major natural disaster events, such as major volcanic eruptions, earthquakes, tsunamis or animal infestations, these disasters are not considered relevant to the proposed development and have been screened out from further consideration. Furthermore, given that the application site is located in an urban area on level topography, wildfires and mass movements have also been screened out from further consideration. Three types of natural disaster event are however considered to pose a material risk to receptors in the UK and are considered relevant in the context of the proposed development: storms, extreme temperatures and flooding. A consideration of the risk posed by these disasters is provided below. <u>Storms</u> The National Risk Register of Civil Emergencies (NRR)[6] is the unclassified version of the National Risk Assessment (NRA), a classified assessment of the risks of civil emergencies facing the UK over the next five years. According to the NRR, on a scale of 1 to 5, the likelihood of storms and gales occurring in the UK in the next five years has been given a score of 4. The most significant storms in the UK in recent decades were those of 16 October 1987 and 25 January 1990; the first of which brought down an estimated 15 million trees in the south-east of England. By contrast, the 1990 storm was more extensive and had higher peak wind speeds. The net effect was a much higher death toll but less damage to trees and property. More recently, on 28 October 2013, a severe storm, which the media named the 'St Jude's Day' storm, travelled across southern England. The timing of the storm meant that trees were still in full leaf and vulnerable to strong winds. The path of the storm was also significant – strong gusts of 70 to 80 mph are rare in southern England, making these areas more vulnerable to the impacts of severe weather. Falling trees were the main cause of disruption, contributing to widespread transport disruption and power outages, with more than 660,000 homes left without power. Four people also died as a result of falling trees. Under the proposed development, due to the increase in occupational capacity, new site users would be brought to the application site that could potentially be affected by any storm occurring in the area.

[6] Cabinet Office National Risk Register of Civil Emergencies 2017 Edition

SELECTION CRITERIA	DISCUSSION
	The proposed development will be required to meet building regulations, which will ensure that the proposed buildings will be capable of withstanding storms. The Met Office also operates a national severe weather warning service to inform the public and emergency responders of forthcoming severe or hazardous weather which would have the potential to cause loss of life or widespread disruption. The 999-emergency response procedure is also in place to allow any site users whose health may be affected by such an event (e.g. through trips and falls) to request an ambulance or other emergency assistance. On this basis, it is considered that suitable mitigation is already in place in regard to the safety of future site users, such that further assessment of potential risks would be unnecessary. Extreme Temperatures (Low Temperatures, Heavy Snow and Heat Waves) There have been a number of recorded occasions of snow covering large areas of the country for over a week. The winter of 2009–10 saw a prolonged spell of cold weather that lasted for approximately a month. During this time, snowfalls of up to 40cm were recorded in parts of north-west England and south and east Scotland. Many other areas experienced snow cover of 10cm or more throughout this period. In Northern Ireland in February 2001, strong north-easterly winds and heavy snow caused travel disruption for up to five days and brought down power lines. The Met Office uses a range of threshold temperatures, varying by region, to define a heatwave. High temperatures were widespread during August 1990, reaching a record 37.1°C in one part of England. In August 2003, the UK experienced heatwave conditions lasting 10 days and resulting in 2,000 excess deaths. During this heatwave, a record maximum temperature of 38.5°C was recorded at Faversham in Kent. In July 2019, similar conditions occurred, breaking records and resulting in the warmest month on record in the UK. According to the NRR, on a scale of 1 to 5, the likelihood of either heatwaves or extreme low temperatures with heavy snow occurring in the UK in the next five years has been given a score of 4. The consequences of such an event may include: ■ Fatalities and physical casualties, particularly among vulnerable groups (e.g. the elderly); ■ Some evacuation of residents or employees; ■ Damage to property and infrastructure, directly and via land instability (e.g. landslides); ■ Disruption to essential services, particularly transport, energy and communications; ■ Additional pressure on healthcare; and ■ Environmental damage. The proposed development would result in new site users being brought to the application site that could potentially be affected by prolonged periods of excessive hot or cold weather should they arise. The proposed development will be built to the latest Building Regulations requirements and with consideration of potential temperature highs and lows as part of their typical operation to ensure appropriate thermal comfort. This will include an allowance for climate change. It is therefore considered that an appropriate climate can be maintained within the proposed buildings. Cold Weather Alerts and a Heat Health Watch Service are currently provided by Public Health England. The purpose of these services is to provide health advice for the public and healthcare workers in England, according to levels of heat forecast/measured by the Met Office. The 999-emergency response procedure is also in place to allow any site users whose health may be affected by such an event to request an ambulance or other emergency assistance. On this basis, it is considered that suitable mitigation is already in place, such that further assessment of potential risks would be unnecessary.

SELECTION CRITERIA	DISCUSSION

Floods

The application site is generally considered to be at low risk of flooding from all sources and the site area falls below 1 hectare. As a result, there is no formal requirement for submission of a Flood Risk Assessment (FRA). Significant risks of a major flood event affecting the application site are not anticipated. Further information on flood risks is provided in **Table 3** below.

Major Accidents/Man-Made Disasters

The following types of major accidents/man-made disasters have been considered:

- Transport accidents;
- Industrial accidents;
- Electricity, gas, water supply or sewerage system failures;
- Urban fires;
- Famine / food insecurity;
- Displaced populations;
- Complex emergencies;
- Terrorist incidents;
- Cyber-attacks; and
- Public disorder.

Given the nature of the proposals and the location of the application site, cyber-attacks, famine, food insecurity, displaced populations and complex emergencies are not considered relevant to the scheme and are proposed to be screened out of further consideration as a result.

The proposals do not include the provision of any industrial land uses and the surrounding area is dominated by commercial properties. On this basis, significant risks associated with major industrial accidents are not considered likely. The nature of the proposals and the setting of the application site are such that accidents related to air and transport are also not considered relevant to the proposals.

In regard to electricity, gas, water supply or sewerage system failures, the utilities design for the proposed development is currently being considered and progressed. In consultation with all the respective utilities providers, existing and future capacity/demand will be considered, and appropriate measures implemented to ensure that the proposed development is sufficiently serviced. A new substation is provided as part of the proposed development. In addition to this, a consideration of resilience to potential systems failure will also be incorporated as appropriate. The utilities providers already have in place procedures to allow users to report a failure in supply of a particular utility so that repairs and continuation of supply can be enabled. On this basis, it is considered that suitable mitigation is already in place, such that further assessment of potential risks within the EIA would be a reiteration and hence unnecessary. For this reason, this disaster/accident type is proposed to be screened out of further consideration.

In regard to urban fires, the proposed development will be designed in accordance with the latest Building Regulations requirements, as well as the requirements of relevant fire safety guidance.

SELECTION CRITERIA	DISCUSSION
	As already highlighted, the 999-emergency response procedure is also in place to allow the general public to report urban fires, terrorist attacks, public disorder and other types of major accidents disasters to the emergency services, who would attend site and act to resolve the incident. As such, it is considered that suitable mitigation is already in place for these types of accident/disaster, such that further assessment of potential risks would be unnecessary. Once operational, vehicle traffic generated by the scheme is expected to be lower than what is generated at the application site currently due to the removal of the existing car parking spaces and the car free nature of the proposed development. It is anticipated that occupants and visitors to the building will utilise the existing extensive public transport links to the site. As such, the effects of the proposals on conditions on the local road network, including vehicle accidents, are considered likely to be minimal. Safety measures are already in place to ensure that risks of train accidents are also minimised.
The risks to human health (for example, due to water contamination or air pollution)	Further information on the baseline conditions at the application site and in the surrounding area, including information on the risks to human health (including flood risk, noise, air quality and contamination) is provided in **Table 3**.

Location of development

Table 2 provides a consideration of the proposed development in the context of the selection criteria provided in Section 2 of Schedule 3 of the EIA Regulations.

Table 2

Schedule 3, Section 2 – Location of Development

SELECTION CRITERIA	DISCUSSION
The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard, to -	
The existing and approved land use	The application currently consists of an occupied commercial/retail mixed use building, which is similar to the proposed development uses. Further information on current site conditions and the planning context is provided in **Sections 1 to 4** of this request for a screening opinion.
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The application site is not particularly sensitive in relation to natural resources. Further information on the baseline conditions at the application site and in the surrounding area, including information on the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) is provided in **Table 3**.
The absorption capacity of the natural environment, paying particular attention to the following areas -	
Wetlands, riparian areas, river mouths	Not applicable. There are no wetlands, riparian areas or river mouths within 500m of the site boundary. The River Irwell runs approximately 60m north west of the application site; however, this is a heavily urbanised section of the river and the site is not situated within the flood zone.
Coastal zones and the marine environment	Not applicable. There are no coastal zones or marine environments within 500m of the site boundary.
Mountain and forest areas	Not applicable. There are no mountain or forest areas within 500m of the site boundary.
Nature reserves and parks	No significant nature reserves or parks are situated within close proximity to the application site.
European sites and other areas classified or protected under national legislation	There are no European sites (Special Protection Areas (SPAs) or Special Areas of Conservation (SACs)) or potential/candidate European sites within 500m of the site boundary.

SELECTION CRITERIA	DISCUSSION
	There are no statutory nature conservation sites on or directly adjacent to the application site.
Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure	The application site is located within the Greater Manchester Air Quality Management Area (AQMA). The AQMA has been designated on the basis that nitrogen dioxide (NO_2) are likely to exceed the annual mean national Air Quality Objectives (AQOs).
Densely populated areas	The application site lies within the administrative boundary of MCC, which has a resident population of 541,300 people and an average population density of 45.8 people per hectare[7]. A comparison with the average population density for England (4.1 people per hectare) illustrates the urban nature of the City.
Landscapes and sites of historical, cultural or archaeological significance	The application site sits at the north western boundary of the St Anne's Conservation Area and also on the edge of the adjoining Parsonage Gardens Conservation Area. Furthermore, the site adjoins the Grade II* listed Barton Arcade. There are 19 identified listed buildings within a 250m radius of the site. including the Grade II listed Royal Exchange, which dominates the North Eastern boundary of the conservation area. Situated in the heart of the designated area is the Grade I listed Church of St. Ann. No other statutory landscape/townscape designations have been identified within 500m of the site boundary (including Areas of Outstanding Natural Beauty (AONBs) or World Heritage Sites).

Types and characteristics of the potential impact

The selection criteria under Part 3 of Schedule 3 are as follows:

"The likely significant effects of the development on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the development on the factors specified in regulation 4(2), taking into account –

The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)

- *the nature of the impact;*
- *the transboundary nature of the impact;*
- *the intensity and complexity of the impact;*
- *the probability of the impact;*
- *the expected onset, duration, frequency and reversibility of the impact;*
- *the cumulation of the impact with the impact of other existing and/or approved development;*
- *the possibility of effectively reducing the impact".*

The '*transboundary nature of the impact*' is not considered relevant for this scheme and the '*the cumulation of the impact with the impact of other existing and/or approved development*' is considered within **Table 1.**

Table 3 provides a consideration of the proposed development in the context of the other criteria. The table is sub-divided into the topic areas contained within Regulation 4(2). The potential effects of the scheme are considered for

[7] Source: Office for National Statistics – mid-2016 ward and local authority population estimates.

both the construction and post-construction phases of development. Interrelated issues are considered in the text where applicable.

Table 3

Schedule 3, Section 2 – Types and Characteristics of the Potential Impact

TOPIC	DISCUSSION
Population and Human Health	Socio-Economics An Economic Impact Assessment has been prepared by Ekosgen. The proposed development will support Manchester's growth and regeneration ambitions, delivering substantial economic benefits for the city and its residents, both in scale and the ability to support a continued reduction of the north's productivity gap, although the effects are not expected to be significant in EIA terms. In summary: ■ The £41m construction scheme will support a temporary economic uplift during a 30-month construction phase, supporting 387 construction job years, an average of 155 a year, and a further 878 indirect and induced jobs. The scheme is expected to support a GVA contribution of circa. £85m through the direct, indirect and induced construction effects; ■ The proposed development will deliver 141,000sqft (NIA) of 'best in class' Grade A office and retail space, accommodating 1,116 FTEs once fully occupied, generating GVA worth over £78.5m per year and wages totalling £36.2m; ■ The proposed development will target the fintech, software developers, banking, media, leisure sectors. These sectors are well established key growth sectors in Manchester, offering substantial further growth potential, particularly as Manchester is increasingly recognised as a national leader in the fields with a considerable cluster of activity; ■ The use of low and zero carbon technologies supports the City Council's ambition for a net zero carbon city by 2038; ■ A range of jobs, including highly-skilled roles, graduate-relevant opportunities, and entry-level roles will be accommodated helping to drive economic growth and productivity in the city and support inclusive growth objectives; and ■ Benefits to the public purse include £7.5m of national insurance and income tax each year and business rates of £8.5m over 10 years. There are no residential units associated with the proposed development and therefore it is not anticipated to have an impact on the local population or on local health and education services. **No significant socio-economic effects are anticipated as a result of the proposed development during the construction and operational phases.** Noise & Vibration A noise impact assessment has been undertaken by BWB and the output report will be submitted alongside the planning application. The assessment has been undertaken in accordance with relevant planning policy, British Standards and Guidance documents and the methodology for the assessment has been agreed with the Environmental Health Officer at MCC. To inform the assessment, a baseline noise survey was undertaken in October 2019 to determine the prevailing noise climate on the site and at the nearest noise sensitive receptors to the proposed development. The principal noise sources have been identified as road traffic generated along Deansgate and plant noise from the various commercial uses in the immediate area. Deansgate is listed as a major road noise source. The application site is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development (No.1 Deansgate) are located. To the east of the application site are retail units and offices. To the south of the site lies Barton Arcade which houses retail units, offices and a small number of residential apartments. To the west of the application site lies offices and retail units with a car park beyond. Existing and proposed receptors are considered sensitive to items of fixed plant and patron noise from any outdoor seating areas to be associated with the proposed development. In addition, proposed receptors are also considered sensitive to road traffic noise generated along Deansgate.

TOPIC	DISCUSSION

Construction Impacts

Construction noise and vibration effects are temporary and short-term in nature. Such effects will be controlled in accordance with the guidance in BS 5228:2009 +A1:2014 '*Code of practice for noise and vibration control on construction and open sites*', including a best practicable means approach to noise and vibration mitigation, as will be outlined in the CEMP and agreed with MCC. Typical noise mitigation measures include selecting appropriate equipment; ensuring equipment is well maintained; keeping engines switched off when machinery is not in use; localised acoustic screening and acoustic enclosures; and controlling the hours of work for noisy activities. Typical vibration mitigation measures may include reviewing the proposed construction methodology to select a method and equipment which generates less vibration (for example continuous flight auger piling instead of vibratory or impact piling); and controlling the hours of work for vibratory activities. With these measures in place, significant noise and vibration effects on surrounding receptors are not anticipated.

Operational Noise Impacts

Noise related to the operation of the proposed development will be limited to that produced by fixed plant and equipment, and potentially noise from any rooftop leisure uses. Fixed plant can be designed so as to achieve suitable criteria, in line with MCC's guidance, so as not to significantly impact on surrounding uses. Similarly, outdoor leisure use on the roof can be mitigated against through effective design so as to achieve appropriate standards at nearest noise sensitive receptors. Given the city centre context of the application site, the close proximity to bars and restaurants, and various items of building services plant in the area, the noise generated by the development would be in keeping with this and therefore it is considered that any permanent adverse impacts would be minor at worst with appropriate mitigation. The Noise Impact Assessment Report concludes that based on the assessment findings, "*it is considered that noise levels can be satisfactorily controlled to within recommended acoustic design standards so that a suitable acoustic environment is provided to all future occupants and that impacts associated with the operation of the development can be controlled to an appropriate level.*"

No significant residual noise and vibration effects associated with the construction or operation of the proposed development are anticipated.

<u>Transport</u>

A Transport Statement has been prepared by Curtins in consultation with MCC. The document will be submitted alongside the planning application.

The application site's relative proximity to Manchester's City Centre means it is well connected to the existing public transport network. Multiple bus routes run north-south and east-west from the site, with the corresponding bus stops very close.

Key transport nodes at Manchester Victoria and Salford Central, reinforce this corner site as a strategic visual gateway into the city and the main retail routes and central business district. There a bus stops located along Deansgate directly outside the building, the tram is accessible via Exchange Square and Manchester Victoria Train Station is a short walk for national rail services. A relatively large taxi rank is available immediately north of the site. Users of the building will also have access to a BREEAM compliant bike store with provision for 96 cycles that is to be provided as part of the proposed development.

Additional traffic on local roads will be generated temporarily during the construction phase. However, the number of construction vehicle movements associated with the works is not expected to be substantial. Measures will be put in place to reduce potential impacts. During the works, the number of vehicular movements will be minimised as much as possible and trips will be timed to avoid peak traffic periods and to avoid vehicles having to wait to gain access onto site. Vehicle movements will also be limited to a specific route. This route will look to avoid roads with particularly high traffic levels, while also taking into account construction vehicle routing for any local cumulative schemes with construction periods likely to coincide with the proposals. The construction vehicle route will be agreed with MCC in due course. These measures will be detailed within the CEMP. With these measures in place, significant impacts on local road traffic levels would not be anticipated during the construction phase.

TOPIC	DISCUSSION

An assessment of the vehicular trips expected to be generated by the proposed development once operational has been undertaken. The primary trip generating land use at the site will be the proposed office floorspace. Office trip generation is expected to be concentrated around standard peak commuter hours, with employees arriving at the site during the AM peak and departing during the PM peak.

The proposed development could result in a small increase of 6 two-way vehicular trips in the normal AM peak period, equating to approximately one vehicle every ten minutes. During the PM peak, there is a potential reduction of 23 two-way vehicular trips.

However, due to the location, the accessible nature of the proposed development, and the lack of onsite parking, this is a conservative assessment, as less people would be motivated to travel by car. It is anticipated that the vast majority of trips would be made by public transport, bicycle or on foot, as the proposals comprise no car parking provision and high cycle parking provision. The Transport Statement concludes that the anticipated changes in vehicle trips would not have a significantly detrimental impact on the surrounding highway network. It is also considered the impact on car parking throughout the city centre would be insignificant.

No significant adverse transport residual effects are anticipated as a result of the proposed development during construction and operational phases.

Daylight, Sunlight & Overshadowing

Potential daylight, sunlight and overshadowing (DSO) effects have been assessed by GIA and a detailed output report will be submitted alongside the planning application. The purpose of this analyses has been to inform the design of the emerging scheme to ensure that impacts on sunlight and daylight levels at nearby properties and overshadowing effects on surrounding outdoor amenity areas are minimised and/or avoided wherever possible.

It is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight levels to adjoining properties will occur and the numerical guidance given in the Building Research Establishment (BRE) document should be treated flexibly, especially in dense urban environments, such as the area around the application site.

One residential property (No. 1 Deansgate) has been identified in proximity to the site, which could be affected by the proposed development.

No. 1 Deansgate will remain fully compliant in terms of NSL daylight and APSH sunlight with the proposed development in place.

The five rooms which do not meet the criteria for VSC daylight fall marginally short of the target reduction of 20%, and none are reduced by more than 25%. These rooms are dual aspect living kitchen dining rooms, with one room on each floor between the fourth floor and eighth floor falling marginally short of the BRE targets. These rooms will still achieve a good VSC level for a city centre and are only just outside the 20% reduction that the BRE states as being noticeable, with reductions between 21.4% and 24.8%.

GIA have obtained detailed floor plans of No.1 Deansgate, and have therefore also undertaken supplementary ADF tests.

The five living kitchen diners that fall short of the VSC targets will achieve ADF levels of between 7.2% and 8.4%. These are all well in excess of the 2% ADF target. All rooms within No.1 Deansgate will comply with the ADF targets.

The proposed development will be very similar in height to No. 1 Deansgate. In order for the proposed development to match the scale and mass of the existing residential buildings, deviations on the published BRE targets are expected. This is anticipated in the BRE Guide, where it recognises that the levels of daylight and sunlight will be different in these locations to low rise, sub-urban development. It would be unrealistic for the surrounding residential properties to expect to maintain similar levels of daylight and sunlight as those currently enjoyed if the proposed development is to match their height and mass.

Furthermore, the density required to make efficient use of the site, means that achieving the published BRE targets (better suited to low-rise suburban development) would be an unrealistic expectation.

It is concluded in GIA's output report that "*The compliance levels for VSC and NSL daylight and APSH sunlight are considered very good and exceed our expectations for a city centre location. The ADF analysis indicates that all rooms within No.1 Deansgate will continue to significantly exceed their respective targets. Overall, we consider the results to No.1 Deansgate to be acceptable.*"

No significant adverse effects related to daylight, sunlight or overshadowing are anticipated as a result of the proposed development.

TOPIC	DISCUSSION
	Wind microclimate GIA have produced a Wind Microclimate assessment for the proposed development. The wind assessment has utilised a Computational Fluid Dynamics (CFD) methodology to predict wind velocities and air flow patterns in and around the site based on wind data from the nearest suitable meteorological station. For this assessment the wind climate in Manchester has been analysed based on wind data from Manchester Airport and it was found that the most frequent and strongest winds, at all times of year, come from the west. The results have been compared against the Lawson Comfort and Safety criteria to establish the suitability of each part of the site and surrounding area for its intended use. In order to do this, a CFD model of the site and surrounding areas has been created for the assessment. The extent of the model comprises the site and a surrounding context within a radius of approximately 400 metres taking into account existing and consented planning surroundings. Simulations have been performed at 18 wind angles, using annual mean wind speed. The following scenarios have been tested: i. Existing site with existing surroundings; ii. Existing site with proposed surroundings; iii. Proposed scheme with planning consented schemes. The results of the assessment indicate that the proposed development makes conditions a category windier around the corner of Deansgate and St Mary's Gate, but still suitable for their intended usage. For either the existing or cumulative surrounds scenarios, prior to mitigation, there was a substantial adverse wind effect in the service courtyard to the east of the development. For either existing or cumulative surrounds scenarios, prior to mitigation, there was a moderate adverse wind effect by the service entrance to the east of the development and a moderate adverse wind effect by the north west entrance, if the recess at this entrance was not accounted for. When the wind mitigation measure of a wall at the southern end of the bin store region was included, and the model fidelity was increased to account for the recess at the north west entrance, the conditions were rendered suitable for their intended usage. Residual effects in the service courtyard are negligible, and residual effects by the building entrances are moderate beneficial. **With the incorporation of suitable mitigation measures, no significant adverse effects related to wind microclimate are anticipated as a result of the proposed development.** Air quality and ground contamination, which also pose risks to human health, are discussed in subsequent sections of this table.
Biodiversity	A preliminary Ecological walkover survey was undertaken on the 2nd June 2019 by Tyler Grange, which included a Preliminary Bat Roost Assessment and Breeding Bird Survey of the application site. All survey work has been undertaken by suitably qualified and experienced ecologists according to best practice methodologies. Survey reports will be submitted alongside the planning application. The desk study exercise identified that no statutory nature conservation sites occur on or directly adjacent to the application site. The surveys undertaken have indicated that there is low potential for any protected species in close proximity to the site. The walkover survey did record that there was a feral pigeon nest at the rear of the building near to the upper level of the car park (on the ground with two well developed chicks). It is therefore proposed that a check of the building for nesting birds will be performed prior to works on the building commencing. Given the highly urbanised nature of the site and surrounding area, and the current commercial use of the site, the proposed development is not expected to result in any significant effects on biodiversity. The proposed development also includes biodiversity features, such as bat boxes, bug hotels and a roof level wild-flower bed. **No significant effects on biodiversity are anticipated as a result of the proposed development.**
Land	The site location is illustrated on the enclosed drawing (Ref: 6145-SRA-XX-XX-DR-A-00-100). The current uses and planning context are discussed in **Sections 1 to 4**.
Soil	A Phase 1 Environmental Risk Assessment report will be submitted alongside the planning application in due course.

TOPIC	DISCUSSION
	Early plans from 1750 depicts the city's early street pattern. Key routes such as Deansgate and St. Mary's Gate are shown to have been laid out by the mid-18th century, forming the distinctive corner on which the Site would later come to occupy. The mid-18th century map illustrates the early plan form around St. Ann's Square prior to the onset of industrialisation. The area was predominantly residential, characterised by neat rows of houses fronting onto the street. By 1813, being located close to the river front, the area quickly developed, exemplifying an eclectic mix of industrial, residential and commercial buildings. In 1850 the application site was occupied by a number of stock and share businesses centred around 'Riding's Court'. The map illustrates the area was heavily built up. Ordnance Survey mapping between 1922 - 1933 suggests no changes were made to the application site area. Surrounding the application site, the tramline infrastructure which had been laid out in the late-19th century is visible. During the Manchester Christmas Blitz in 1940-1941, the application site at the corner of St. Mary's Gate and Deansgate was obliterated. The Manchester Bomb Damage map illustrates landmark buildings such as the Victoria Buildings and the Royal Exchange were also heavily damaged during the bombing raid. As such, an Unexploded Ordnance (UXO) study and Detailed Risk Assessment Report was undertaken for the application site in view of the proposed works. This found that that UXO poses a Moderate Risk to the proposed works due to an elevated likelihood of German UXO remaining present in undisturbed virgin WWII-era soils. On this basis, intrusive site investigation and foundation piling activities are at risk due to the high force and the blind nature. Consequently, the following activities are proposed to mitigate any potential UXO risk: - Prior to any intrusive works, an appropriately experienced person must give a UXO Safety Awareness Briefing (toolbox talk) to all personnel conducting intrusive works. - For intrusive site investigation, an appropriately qualified EOD (Explosive Ordnance Disposal) Engineer (banksman) is required to provide a watching brief on all exploratory holes (trial pits, boreholes etc.). The EOD engineer is able to give the above recommended briefings, will identify UXO objects in open excavations and will clear exploratory hole locations using a portable magnetometer. - Prior to foundation piling, an Intrusive Magnetometer Probe Survey is recommended to clear all pile locations. This can be done using open-hole drilling techniques and an EOD engineer to use a portable magnetometer within each hole to clear to the maximum bomb penetration depth. One open hole per planed piled foundation location is usually required (the intrusive magnetometer probe survey method is dependent upon the ground conditions and will be finalised following site investigation). Due to the presence of the existing hardstanding at the application site, which would act as a barrier to any contamination present, current risks to site users from potential existing contamination are considered to be low. Under the proposals, the installation of new building foundations will be required, while additional groundworks may also be required (e.g. to allow installation of drainage infrastructure). The ground excavations will remove any contaminated soils within the footprint of the excavations. During the construction phase, when areas of hardstanding have been broken up, pollutant linkages could arise between any existing historic contamination and construction workers. However, provided that construction workers adopt suitable personal protective equipment (PPE) and hygiene precautions throughout the works, they should be suitably protected, such that risks to these receptors would be low. A site-specific risk assessment will be undertaken prior to works commencing on site. Relevant mitigation measures, including those described above, will be recorded in the CEMP. On the basis that these measures are implemented, the potential risk to ground workers is considered to be low. Once construction has been completed, the proposed buildings and hardstanding will cover the surface of the application site, acting as a barrier, breaking the majority of potential pollutant linkages between any remaining contamination present and future site users. The risk from onsite sources is considered low due to the lack of significantly contaminative processes and the removal of the majority of made ground through the development of the site. The risk from ground gas is considered low due to the inherent level of protection included within the proposed building design. The risk for offsite sources is also considered low. The risk to controlled waters is considered to be low due to the lack of significantly contaminative processes, the application site not being within 500m of a Source Protection Zone (SPZ) or within 2,000m of a potable water abstraction, and the site being covered by hard standing. Nevertheless, an appropriate intrusive investigation will be undertaken at the site in due course in order to further understand the ground conditions beneath the site.

TOPIC	DISCUSSION
	The uses proposed at the application site are generally considered to have an inherently low risk of ground contamination. Proposed service areas will include infrastructure that will direct any fuel/oil spills from vehicles into the on-site fowl drainage system, ensuring that contamination of soils is avoided. Standard waste management and pollution prevention measures would be put in place once operational and, as a result, the ground contamination risks associated with the other proposed uses would also be expected to be low. **No significant residual effects on or from soils are anticipated as a result of the proposed development.**
Water	A Flood Risk Assessment & Drainage Strategy Report has been produced by IGE Consulting and will be submitted as part of the planning application. According to the EA 'Flood Map for Planning (Rivers and Seas)', the application site is in Flood Zone 1 which is defined as land assessed as having a less than 1 in 1,000 annual probability of flooding from rivers or the sea. There are no rivers or streams located within or adjacent to the site boundary. The River Irwell runs approximately 60m north west of the application site, however this is a heavily urbanised section of the river. The EA indicative surface water flood map indicates the majority of the application site is at very low risk of surface water flooding which is defined as a chance of flooding of less than 0.1%. a localised area in the south east corner of the site identified to have a low to medium risk of surface water flooding. The application site is considered overall to be at low risk of flooding from other sources such as groundwater, sewers and reservoirs. There will be no change in hard surfaced area at the post-development site in relation to the current situation. It is proposed to discharge post-development surface water to the adopted combined sewer system at locations along the diverted sewer line (within the new building envelope) to suit the detailed building design. All feasible SuDS methods have been assessed; however, none are considered feasible given the nature and location of the development site. It is proposed to discharge post-development foul water to the adopted combined sewer system via connection(s) along the diverted sewer line to suit the detailed building design. It is concluded that the application site is at low risk of flooding. In addition, the proposed end use of the site is considered to pose an inherently low-risk in terms of flood risk and/or contamination of water resources. **No significant adverse effects on water resources are anticipated as a result of the proposed development.**
Air	BWB have undertaken a desk-based Air Quality assessment to be submitted alongside the planning application. The application site lies within the Greater Manchester Air Quality Management Area (AQMA) which was declared by the combined Greater Manchester local authorities for the potential exceedance of the annual mean nitrogen dioxide (NO_2) objective. No air quality monitoring has been undertaken by MCC on Deansgate. The closest monitoring location to the application site is situated on Princess Street, approximately 500m southeast of the site where the annual mean nitrogen dioxide concentration in 2018 was 40.3$\mu g/m^{-3}$ which is a minor exceedance of the annual mean objective. However, this concentration is well below 60$\mu g/m^{-3}$ which is used in the Defra Local Air Quality Management Technical guidance[8] as a threshold to identify locations where the hourly mean nitrogen dioxide objective may be exceeded. <u>Construction Phase</u> During the construction phase of the proposed development, the demolition of the existing structure, earthworks (especially in relation to the construction of a double basement) and construction activities, along with vehicle movements associated with the construction phase all have the potential to increase dust and other emissions, impacting local air quality. In accordance with Institute of Air Quality Management (IAQM) guidance[9] a construction phase dust assessment is required if: - Human receptors are located within 350m of the boundary of the site or 50m of routes used by construction vehicles on the public highways, up to 500m from the site entrances; or - Ecological receptors are located within 50m of the boundary of the site or 50m of routes used by construction vehicles on the public highways, up to 500m from the site entrances.

[8] Defra (2018) Local Air Quality Management Technical Guidance 2016
[9] IAQM (2016) Guidance on the assessment of dust from demolition and construction

TOPIC	DISCUSSION
	The application site is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development are located. To the east of the application site are retail units and offices. To the south of the site lies Barton Arcade which houses retail units, offices and a small number of residential dwellings. To the west of the application site lies offices and retail units with a car park beyond. These receptors are considered sensitive to dust soiling and human health impacts from construction phase activities and therefore a construction phase dust assessment has been undertaken. There are no ecological designations within the screening distance of the site and therefore, potential impact of construction phase activities on ecological receptors is not required. A qualitative construction phase dust assessment has been undertaken in accordance with Institute of Air Quality Management guidance and measures have been recommended for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these mitigation measures, which will be included within the CEMP, the impact of construction phase dust emissions is considered to be 'not significant' in accordance with Institute of Air Quality Management guidance. The proposed development's operational trip generation has been screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed road traffic emissions impact assessment is required. The proposed development trip generation does not exceed the relevant screening criteria and therefore detailed dispersion modelling of development-generated road traffic is not necessary. There is not considered to be the potential for any other significant operational phase air quality effects **No significant air quality residual effects are anticipated as a result of the proposed development during the construction or operational phase.**
Climate	In the context of EIA, the climate impact of developments is usually considered with an emphasis on carbon dioxide (CO_2) emissions. By using standard building practices, such as MHCLG statutory guidance *'Conservation of fuel and power: Approved Document L'* which deals with energy efficiency requirements, the proposed development aims to mitigate its potential impacts in terms of CO_2. Impacts arising from the construction and operation of the proposed development are not considered to be significant in the local, regional, national or international context. Climate adaptation to avoid natural disasters, such as flooding and storms, will be taken into consideration within the drainage strategy, which is being designed to accommodate climate projections in terms of frequency and intensity of rainfall events. **No significant effects related to climate change are anticipated as a result of the proposed development.**
Material Assets, Cultural Heritage, including Architectural and Archaeological Aspects, and Landscape	<u>Archaeology</u> Orion Heritage Ltd has prepared an archaeological desk-based assessment, which will be submitted alongside the planning application. Designated heritage assets associated with the application site, are detailed in the 'Built Heritage' section below. The archaeological desk-based assessment draws together the available archaeological, historic, topographic and land use information in order to clarify the heritage significance and archaeological potential of the site. The assessment has established that there are no recorded archaeological remains from the prehistoric, Roman, Saxon, Early Medieval and Medieval periods within the site, and limited evidence in its surroundings. Therefore, the assessment concludes that, based on the available evidence, the application site has a moderate/low potential for remains of all archaeological periods which pre-date the Post-Medieval period. It is possible that there may be below-ground archaeological remains associated with the late 17th and 18th century buildings on the site which relate to the age of Manchester's early industrial expansion. The archaeological potential across the site will be reduced due to previous development associated with the construction of modern buildings in the 1960s and by bomb damage which effected the whole site. This will have had substantial below-ground impacts and it is unlikely that any evidence that pre-dates this will be present within the site. A low/nil potential for Post-Medieval remains is therefore identified in the assessment. Given the lack of potential for any notable archaeological remains in the vicinity of the application site, and the heavily developed nature of the surrounding area, the proposed development is not considered likely to result in significant archaeological effects. **No significant effects related to archaeology are anticipated as a result of the proposed development.**

TOPIC	DISCUSSION

Built Heritage

Stephen Levrant Heritage Architecture Ltd hasundertaken a Heritage Impact Assessment for the proposed development, which is reported in a Heritage Statement, while Montagu Evans have also prepared a Heritage Statement Addendum.

The application site was cleared following severe bomb damage in 1940. The replacement building erected on the land in 1963 yields no historical or architectural significance following extensive renovations to both the interior and exterior in the early 21st century.

Whilst the application site yields no significance in isolation, it demonstrably respects and allows for the surrounding Listed Buildings to be easily read within the context of the wider, urban townscape. Therefore, it is considered that the application site at 39 Deansgate, as existing, makes an overall negligible contribution to the settings of designated heritage assets nearby.

The potential impacts of the proposed development on surrounding views, heritage assets and townscape character have been a key consideration during the design development and consultation phase, which has included consultations with MCC and Historic England, and consequently, where feasible, mitigation of adverse impacts has been 'designed in'.

The potential impacts of the completed development upon the settings of identified heritage assets, primarily within 250m of the application site (heritage assets outside of the study area have been included where relevant) have been assessed through appraisal of 10 views.

The completed development is expected to have Minor Beneficial effects on Barton's Building, Including Barton Arcade, and Haywards Building. The development will re-establish the historic street wall and avoids compromising these two Listed Buildings. The design of the proposals has taken careful consideration of the surrounding historic environment, most notably, to the architectural qualities of the adjacent Grade II* Barton Arcade Building. The double heighted arch detail to the street frontage of the proposed development emulates that of the Barton Arcade, this relationship is further enhanced by the inclusion of decorative metal banding to the design. This is intended to reflect and articulate key features of the Grade II* building, such as the opulent use of ironwork and foliated capitals. The recessed corner detail of the proposed development pays further tribute to the character and appearance of the St. Ann's Square Conservation Area, with a modern approach to the corner emphasis found on many buildings within the designated area. The development thus avoids any compromise of the heritage values of these designated heritage (and the ability to appreciate those values) to a clearly discernible extent. Whilst remaining distinctive and contemporary in materials and design execution. It will be clear that the proposed development will improve the public realm at street level, facilitating pedestrian friendly environment which at present, is poor and incoherent.

A Moderate Adverse impact is expected on a group of Grade II listed townhouses to the west side of St. Ann's Square (No.16, St Ann's Square; Nos. 18 and 20, St Ann's Square; and No. 22, St Ann's Square), and on the spatial character of the square, which is at the heart of the Conservation Area. This is due to the proposed development introducing a 'dominant modern vertical element' above the low level building line of the listed buildings, when viewed from Viewpoint 1. The impact on these assets is considered to result in "less than substantial harm".

The completed development is expected to have a Negligible or Neutral effect on all other listed buildings within a 250m radius of the application site.

The Heritage Statement concludes that "*despite the impact from one perspective (View 1) from within St. Ann's Square, the Heritage Statement demonstrates appropriate mitigation for adverse impacts of the Proposed Development are accrued in other views and the development offers substantial public benefits in terms of enhancing the vitality and appearance of this part of the city. Consequently, it is considered that whilst the proposed development would result in some adverse heritage impact this will be appropriately mitigated by the public benefits of the scheme.*"

No residual significant adverse effects on built heritage are anticipated as a result of the proposed development.

Townscape and Visual Amenity

TOPIC	DISCUSSION

Planit – IE have completed a Townscape and Visual Impact Assessment (TVIA) of the proposed scheme including production of visually verified photomontages, for submission alongside the planning application.

The proposed viewpoint locations are shown on Figure 1 below. The selected views widely encompass the setting of Listed Buildings within the 250m radius. Additional views from both the Parsonage Gardens and St. Ann's Square Conservation Areas have also been selected.

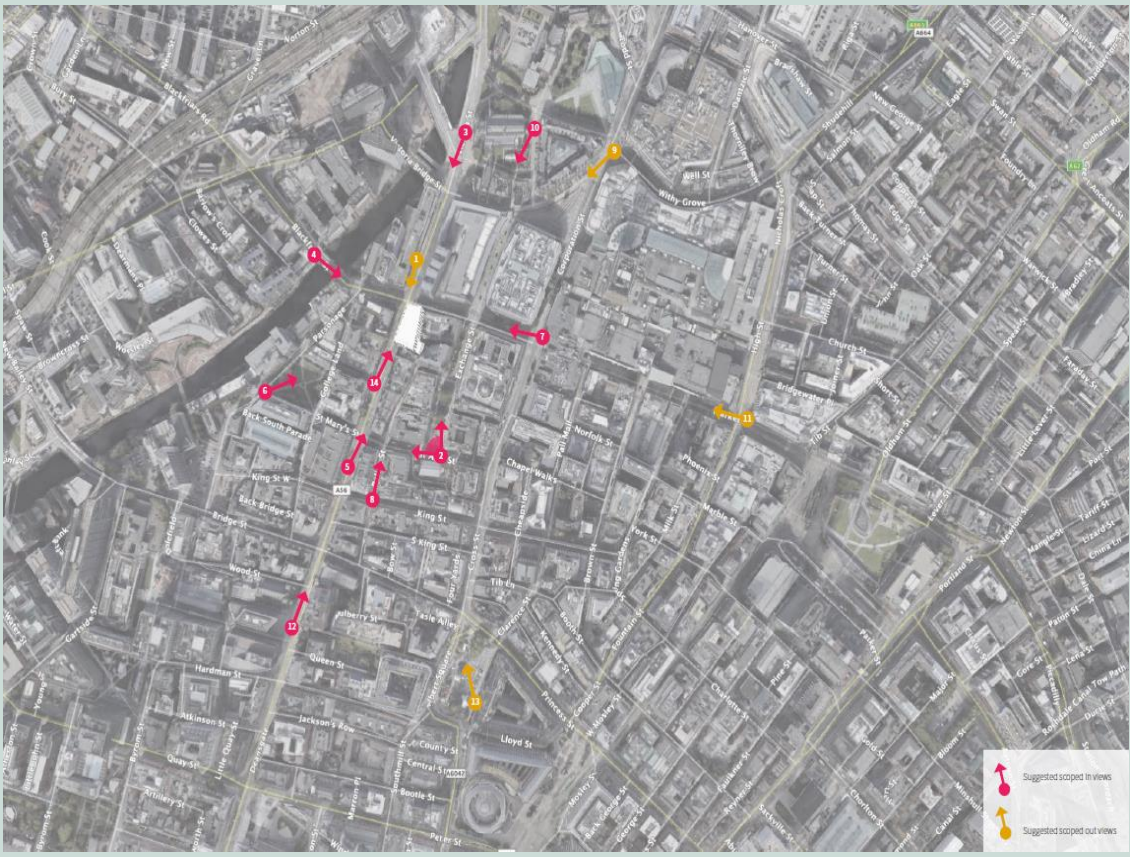


Figure 1 – Proposed Viewpoints looking towards the Application Site.

The area surrounding the application site is characterised by a number of landmark buildings including the Grade II listed Royal Exchange, which dominates the North Eastern boundary of the conservation area. Situated in the heart of the designated area is the Grade I listed Church of St. Ann. The Council's policy does not define any specifically protected views of particular building groups, although it is evident that views into and across St. Ann's Square (towards the church) are of greatest significance. Although there are many other fine individual buildings, it is their relationship to each other as components in a coherent streetscape that defines the conservation area.

Barton Arcade as a contextual reference point is discussed in further detail in Section 1 of this report. The other neighbouring building is 12-14 St. Mary's Gate known colloquially as the 'Woolworth's' building in reference to its original occupier. Built in 1950, it is a modernist building that has remained largely unchanged over the years and, whilst not listed, is considered to have architectural merit and, as such, potentially subject to local interest.

As noted in the Built Heritage section above, the potential impacts of the proposed development on surrounding views, heritage assets and townscape character have been a key consideration during the design development and consultation phase, and consequently, where feasible, mitigation of adverse impacts has been 'designed in'.

TOPIC	DISCUSSION
	The effects of the construction works on the surrounding townscape and visual receptors are expected to range from 'no change'/negligible to minor adverse, with one Moderate Adverse effect anticipated on one view (1: View from the south-eastern corner of St. Ann's Square facing northwest). Such effects are typically unavoidable and all will be short-term, temporary and reversible. Once complete and operational, the effects of the proposed development on the surrounding townscape and visual receptors are expected to range from neutral to beneficial, with no adverse effects anticipated. Where the appearance of a building could potentially be considered harmful, the high quality of the design is expected to balance out that harm and result in a 'neutral' or 'beneficial' judgement. **No significant effects on townscape and views are anticipated as a result of the proposed development.**

DESIGN INTERVENTION & MITIGATION MEASURES

Under Regulation 6(2)(e) of the EIA Regulations 2017, a request for a screening opinion should provide "*any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment*". Information on the mitigation and enhancement measures envisaged are provided in Table 3.

IS THE PROPOSED DEVELOPMENT 'EIA DEVELOPMENT'?

This section presents the Applicant's commentary on whether, in their opinion, the proposals constitute 'EIA development'.

The determining factor in whether Schedule 2 development constitutes 'EIA development' is its likelihood for significant effects on the environment by virtue of its nature, size or location.

The Planning Practice Guidance for Environmental Impact Assessment states that the exclusive thresholds offer only a broad indication of the scale of development, which is likely to be a candidate for EIA, but that the requirements need to be considered on a case-by-case basis.

Table 3 presents an indication of the possible effects of the development on the environment. In the Applicant's view, provided the recommended mitigation measures are implemented – all of which are well-established and easily achievable – the development is not anticipated to have any significant environmental effects and as such should not therefore be considered 'EIA development'.

Appendix A – Site Location Plan

A1

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DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in test, on the drawing.

AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also effect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis.
Figures relate to the likely areas of the building at the current stage of the design and are calculated using one of the following (as stated in the accompanying areas schedule) IPMS1, IPMS2, IPMS 3, Gross External Area (GEA), Gross Internal Area (GIA) or Nett Internal Area (NIA) methods of measurement from the RICS Property Measurement 1st edition.



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REV.	DATE	AMENDMENT
P01	20/12/19	Planning Issue
P02	July 2021	Planning Issue

KEYPLAN

CLIENT

Kames Property Income Fund

SHEPPARD ROBSON
77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: london@sheppardrobson.com

PROJECT
39 Deansgate

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 200	DEC.19	AA	MM	TOB

Site Plan

Stage 3

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	6145

DRAWING NO. — REV.
6145 - SRA - XX - XX - DR - A - 02001 — P02

30/06/2021 13:26:18

Appendix B – CGIs of the Proposed Development


39
39
Deansgate


39


Irregular Choice
Chocolat
scribbler
LUSH
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YES
YES
YES
YOU'RE
BACK!!!
MARKS&SPENCER
M&S

Appendix C – Cumulative Developments

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
1	Land Corner New Bridge Street And Greengate Salford19/74205/FULEIA	Erection of a mixed use development comprising a single building with two blocks (14 and 55 storeys) to include: 545 residential apartments, associated residents' facilities and basement parking; and 3 no. commercial units (use classes A1, A2, A3, B1 & D1) with associated landscaping and public realm works.	Pending Determination
2	Land at Bridge Street, New Bailey Street Riverside Estate Salford (16/67779/FULEIA)	Demolition of existing buildings, erection of a 35 storey residential building (Use Class C3), consisting of 318 apartments and mezzanine floor, residential amenity areas and commercial unit (Use Classes A1, A2, A3, A4, B1, D2), (404sqm floor space), public realm and landscaping, access and servicing arrangements and associated works, and construction of new entrance to office building.	Discharging Conditions – Hoardings up
3	Land Off Worsley Street Riverside Estate Salford (16/67780/FULEIA)	Erection of a 17 storey residential building (Use Class C3), consisting of 188 apartments ground floor residential, amenity areas and commercial units (Use Class A1, A2, A3, A4, B1 and D2), 427sqm floor space, public realm and landscaping, access and servicing arrangements and associated works.	Discharging conditions – hoardings up
4	Land At Chapel Street Bounded By Clowes Street, River Irwell And Dearmans Place Salford (14/65224/FUL)	Demolition of existing buildings and redevelopment to create four residential (use class C3) buildings ranging from 13 - 23 storeys creating 995 new dwellings, 1,469sqm ground floor commercial floorspace (flexible use classes A1 to A5, B1, D1, and D2) and ancillary community facility floorspace, 375 car parking spaces, cycling provision and related highway, access, servicing, landscaping, plant and associated works.	Discharging Conditions
5	20 - 36 High Street Including Church Street Market Stalls Manchester M4 1QB (121375/FO/2018)	Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.	Resolution to Grant -17th October
n/a	Great Northern Complex (118568/FO/2017)	Refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development including retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (Use Class D2), casino (sui generis) and 118 no. residential apartments (Use Class C3), refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment) and 24 no. residential apartments (Use Class C3) on upper floors, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm, to include hard and soft landscaping, and formation of Dean Street parallel to Deansgate, together with associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works.	Change of Use so discounted
6	Land Bounded by Quay Street And Manchester College To The North,Gartside Street And New Quay Street To The East, Old Granada Studios To The South And The Victoria And	Erection of a 9 storey building (including ground) comprising workspace (Use Class B1) and flexible commercial floorspace at ground level (Use Class A1, A3 and / or B1), referred to as Building 2, above basement level for car and cycle parking, together with new public realm, landscaping, provision of external seating areas, access and other associated works.	Approved – discharging conditions.

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
	Albert Marriot Hotel And Water Street To The West Manchester (121721/FO/2018)		
7	Land Bounded By Quay Street & Manchester College To The North, Gartside Street & Quay Street To The East, Granada House & Studios & The Victoria & Albert Marriott Hotel To The South & Water Street & The River Irwell To The West Manchester (109660/FO/2015/C1)	Demolition of existing buildings and structures, including Albert Shed and Globe and Simpson Building, to enable the construction of four buildings comprising : hotel use (Class C1) and residential use (Class C3) within building 1 (ground floor plus 51 storeys); hotel use (Class C1) within building 2 (ground floor plus 7 storeys); residential use (Class C3) within building 3 (ground floor plus 17 storeys); and, residential use (Class C3) within building 4 (ground floor plus 3 storeys), providing a total of 387 residential units; retail use (Class A1) or Financial and Professional Services use (Class A2) or Restaurant and Cafe use (Class A3) or Drinking Establishment use (Class A4) at the lower floors of all buildings, together with associated external seating areas; creation of new public realm and landscaping, riverside walkway, car and cycle parking, access arrangements and highways works, rooftop plant, and other associated works.	Approved – discharging conditions
8	Land Surrounding Stanley Street Bound By Trinity Way, Irwell Street And River Irwell M3 5DA (16/68325/OUT – Salford)	Outline application for the comprehensive phased regeneration of Zone A/C of the Salford Central masterplan area for a residential led (maximum 843 dwellings) mixed use development including tall building (up to 100 metres / 33 storeys) and ground floor commercial units with potential for offices, retail, food and drink, entertainment and leisure uses (Use Classes A1, A2, A3, A4, A5, B1 and D1) together with associated car parking, landscaping and infrastructure.	Not commenced – reserved matters applications lodged.
9	3 St Peters Square (formally Peterloo House) Manchester M1 4LF (116189/FO/2017)	Demolition of an existing building and construction of a 20 storey building (and basement) comprising a 328 bedroom hotel (Use Class C1) (with ancillary food and drink uses) on ground floor to 8th floor and a 262 bedroom apart-hotel (Class C1) with ancillary reception area, food and drink uses and staff facilities on floors 9-20.	Approved – discharging conditions
10	115871/FO/2017	Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works.	Approved
11	10-12 Whitworth Street West Manchester M1 5WY 111003/FO/2016/C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	Approved – discharging conditions
12	113617/FO/2016 - Plot G Slate Wharf Castlefield Manchester	Erection of a four storey building to form 24 residential apartments (Use Class C3) with associated hard and soft landscaping and ancillary development thereto.	Approved – not started
13	113870/FO/2016 |2 - 4 Chester Road Manchester M15 4QG	Construction of two residential apartment buildings with ancillary amenity facilities for residents including a gym, landscaped terrace and swimming pool, new public realm and landscaping including two new pedestrian	Approved – under construction

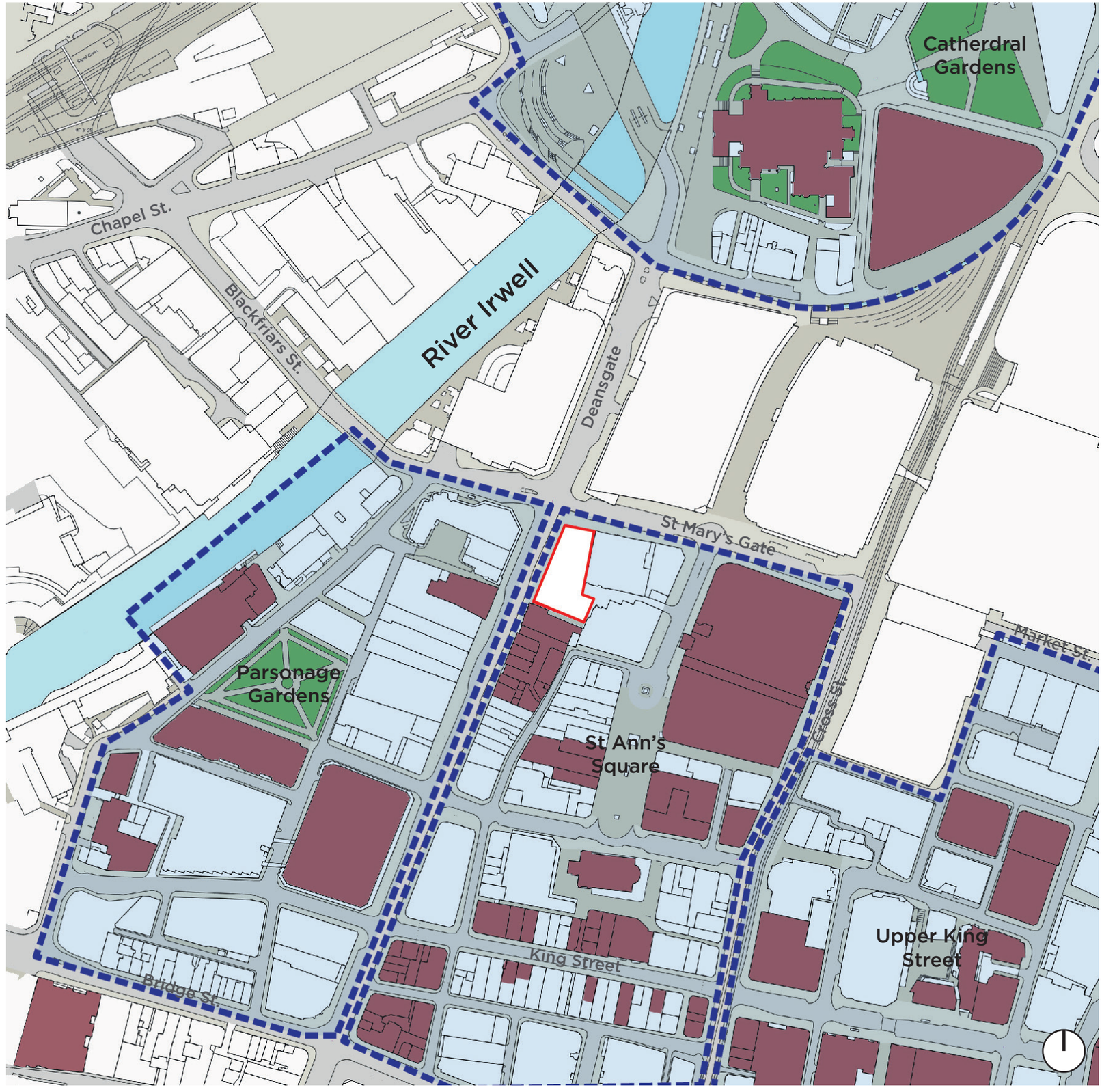
	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
		connections to the Castlefield basin from Chester Road, basement car parking and related highway, access, servicing and associated works.	
15	17/70626/FUL Embankment West Off Salford Approach And New Kings Head Yard Chapel Street Salford	Erection of one 18 storey residential building (Block A, Use Class C3); one 16 storey residential building (Block B, Use Class C3); one 18 storey building providing a mix of residential and serviced apartment accommodation and amenity facilities including lounge, swimming pool and gym (Block C, Use Class Sui Generis); 536sqm of commercial floorspace (Use Classes A1, A2, A3, A4); new access from Greengate; car and cycle parking; public realm and landscaping; and other associated works.	Approved
16	16/67809/FUL - Greengate Salford M3 7NG	Erection of a residential development consisting of a single building (44 Storeys) to include 349 residential apartments, associated residents facilities and basement parking.	Approved
17	18/71330/FUL Land North Of Senior St Springfield Lane M3 7GE	Erection of three residential blocks, comprising of a total of 156 apartments, together with car parking and landscaping.	Approved
18	18/71538/FUL | Canon Green Drive Salford M3 7DB	External refurbishment and overcladding of Westminster House and Canon Green Court and erection of a part 9, part 11 storey building to accommodate 108 apartments and supporting commercial floor-space, with associated car parking, landscaping and other external works.	Approved
19	122280/FO/2019	Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 8 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 334 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building | Land Bounded By Great Ducie Street And Mirabel Street Manchester M3 1PJ.	Pending Determination
20	118831/FO/2018 Former Boddingtons Brewery Site Dutton Street Manchester M3 1LE	Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works.	Approved 28th Feb 2019
21	113914/FO/2016 Land Bounded By Cheetham Hill Road, Lord Street & Fernie Street Manchester M4 4EX	Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings.	Approved 21st November 2016
22	116366/FO/2017 |	Erection of four residential buildings (22 storey building, 17 storey building, 40 storey building and part 12, part 9 storey building) to form 756 residential apartments (Use Class C3a) together with ground floor commercial uses (616 sqm) (Use Classes A1, A2, A3, A4, A5, D1 and B1) with associated car parking, landscaping, amenity	Approved 25th August 2017

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
		areas, creation of new public realm following the closure of Aspin Lane, Mincing Street and Irk Street and other associated works following demolition of existing structures.	
23	111777/FO/2016/C1 Land At Corporation Street Manchester M3 1NX	Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (178 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works.	Approved 26th Sept 2006
24	121380/FO/2018 | Swan House Swan Street Manchester M4 5DF	Erection of a part 31, part 13, part 5 storey building to form 373 residential apartments (Use Class C3a) and 12 serviced apartments (Use Class C1) together with a ground floor commercial unit (408 sqm) (Use Class A1, A2 or A3) with associated car parking, public realm and other associated works following demolition of existing buildings.	Approved
25	118120/FO/2017 Land Bounded By Thompson Street / Mason Street / Bendix Street And Rochdale Road Manchester	Erection of a part 15, part 9, part 7 storey building to form 155 residential apartments together with ground floor commercial uses (Use Classes A1, A3 and B1) (288 sqm) with associated car parking, access arrangements and other associated works following the demolition of existing buildings and structure and the closure of Hatter Street.	Approved
26	116777/FO/2017, 25 Rochdale Road Manchester M4 4HT	Proposed erection of a part 8, part 15 storey building to provide 100 no. residential apartments (Class C3a), with ground floor commercial uses (Class A1, A3 or B1), basement level car and cycle parking, and access arrangements and associated highways works following the demolition of existing building and structures.	Approved
27	109840/FO/2015/N1 40 Swan Street Ancoats Manchester M4 5JG	Erection of a part 5, part 7 storey building for form 103 residential apartments (C3a) with ground floor commercial unit (Use Class A1, A2, A3, B1 or D1) (570 sqm) with associated basement car parking following demolition of existing buildings	Approved
28	119731/FO/2018 Cheshire Cheese PH & Vacant Land (Formerly Nos 32-38) Oldham Road Manchester M4 5FE	Erection of 7 storey building to form 38 apartments and ground floor retail unit (Class A1) together with associated car and cycle parking following demolition of existing building.	Approved
29	112256/FO/2016 - Land Bounded By Great Ancoats Street, Henry Street, Gun Street And Blossom Street Manchester M4 5AE	Erection of 1 x 8 storey building and 1 x 7 storey building to form 140 residential apartments and 3 townhouses (143 units in total) with ground floor commercial uses (Use Class A1, A2, A3, A4, A5, B1 and / or D1) (378 sqm), car parking, boundary treatment, public realm works, access and servicing arrangements and other associated works following demolition of existing buildings.	Approved
30	109287/FO/2015/C2 74-88 Great Ancoats Street Ancoats Manchester M4 5AG	Demolition of existing buildings and redevelopment of the site for a residential building (Class C3) varying in height from 9 to 15 storeys with ground floor commercial uses (Class A1, A2, A3, B1) with associated landscaping, highways and other associated work.	Approved (2015)
31	112034/FO/2016/C2 Former Manchester Metropolitan University Aytoun Campus	Creation of approximately 478 residential units (160 x 1 bed and 318 x 2 bed) and commercial space comprising: (a) Conversion and extension of existing 12 storey building to 15 storeys (The Tower) comprising residential	Approved

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
	Aytoun Street Manchester M1 3GH	accommodation (Class C3 - 123 units) above ground and first floor (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), (b) Erection of 2 x 14-16 storey buildings (Block C and F comprising residential accommodation (Class C3 - 136 units (C) and 209 units (F)) above ground and first floor (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office),D1 (Non-residential institutions - creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), Building F and Tower to be linked by podium; and (c) change of use of existing 1 storey building on stilts (The Bungalow) to Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - crèche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only) and hard and soft landscaping comprising central public square, commercial and retail terraces, private residents terrace and public/private roof top gardens with car parking for 69 vehicles located at ground and first floor levels and associated works to facilitate servicing and access following demolition to existing teaching and library buildings.	
32	Land At Chandos Hall Between Echo Street, Granby Row, Vimto Gardens And Manchester South Junction And Altrincham Railway Viaduct Manchester M1 3QJ	Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street.	Approved
33	Land Bounded By Princess Street/Whitworth Street/The Rochdale Canal And Venice Street Manchester M2 4DF	Erection of 17 storey building (Use Class C1 Hotel) with associated plant accommodation, vehicular access and drop off point and associated landscaping works as revision to planning permission 081209/FU/2006/C3 approved 27/03/2007.	Approved
34	1-5 New Wakefield Street Manchester M1 5NP	Erection of a 30 storey building to form 573 student apartments (Use Class Sui Generis) with associated basement, ground and first floor commercial unit (use class A1, A2, A3, A4 and A5 and D1) (454 sqm) following demolition of existing buildings and other associated works.	Approved
35	120635/FO/2018 Hotspur Press 2 Gloucester Street Manchester M1 5QR	Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with	n/a

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
		servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works.	
36	114664/FO/2016 Land Bounded By Jacksons Row, Bootle Street, Southmill Street & 201 Deansgate Manchester M2 5GU	Partial demolition of existing buildings. Development up to 171.6m AOD comprising residential (Use Class C3), offices (Use Class B1), hotels (Use Class C1), place of worship (Use Class D1) and leisure/food and drink uses (Classes A1, A3, A4, A5 and D2). Creation of public spaces and new public realm, provision of basement car parking, highway alterations, landscaping and associated works.	Approved
37	28 King Street And 49-51 Queen Street Blackfriars Salford M3 7DG	Demolition of existing and former light industrial / commercial units, and the construction of a residential-led mixed-use development. Erection off a building ranging from 7-14 storey high comprising 104 residential apartments (C3 use) with ancillary communal spaces, a commercial unit (A1, A2, A3, B1, D1), together with associated parking and amenity space.	Approved
38	Land Bounded By Trinity Way, Blackfriars Road, Bury Street And Garden Lane Salford - 14/65407/FUL	Demolition of existing buildings with the exception of the former Black Friar public house and erection of two buildings (ground plus 12 storeys and ground plus 16 storeys) comprising 380 residential units (Use Class C3) and 889 sqm commercial space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); ancillary basement providing space for refuse, cycle parking, car parking, plant and core; change of use of the vacant former Black Friar public house to accommodate offices, management suite and other ancillary functions; associated access, car parking, public realm and other associated works.	Approved
39	118040/FO/2017 |Granada House Atherton Street Manchester M3 3GS	Part redevelopment and part refurbishment of the site, following demolition of existing buildings and structures, including the Annex Building fronting Atherton Street, the Administration Block and Security Lodge fronting Quay Street, Mechanical Workshop areas and Stores to the rear of Studio 8, former Staff Welfare Suite to the rear of Studios 2 and 6, to allow the erection of 10 storey residential and office building (use Class C3 / B1) comprising 22 residential units with rooftop pool, ground floor retail units (Use Class A1, A2 or A3) and amenity space; conversion of Studios 2, 6, 8 and 12 to event spaces and filming studios (Sui Generis); conversion of the existing Granada House building into a hotel (Use Class C1) with associated private members club (Sui Generis); restaurant and cafe use (Use Class A3) and drinking establishment uses (Use Class A4); erection of a new single storey rooftop bar / restaurant associated with the hotel and private members club; erection of 4 storey modular office building the rear of Granada House; inclusion of a Combined Heat and Power (CHP) Energy Centre; creation of temporary car parking to the rear of Granada House; works associated with access and servicing of the wider development, and associated public realm and landscaping works.	Approved
40	325-327 Deansgate	21 Storey Tower	Pre-application

Appendix B – Heritage Designations Plan



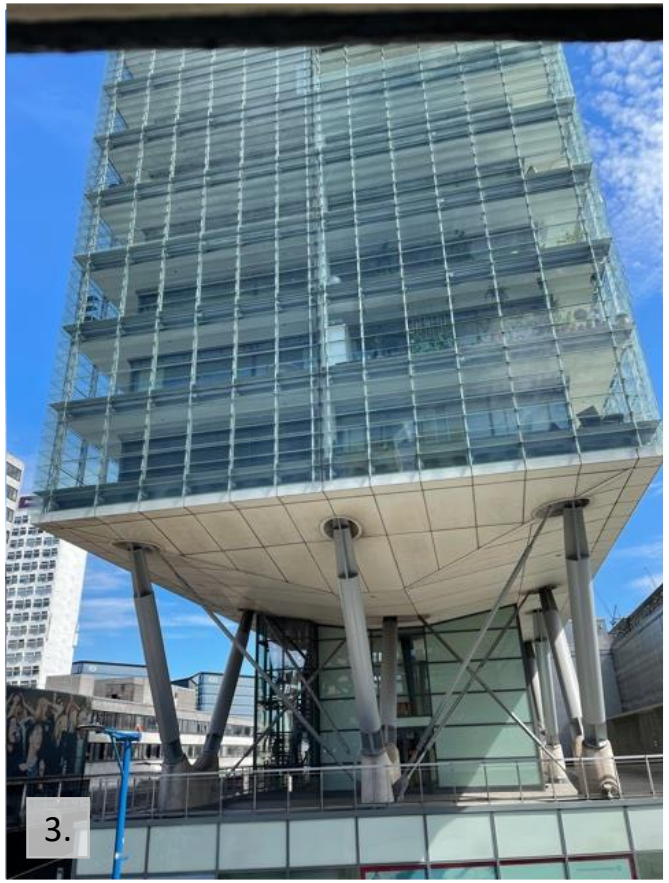
KEY

- SITE
- PUBLIC SPACE
- CONSERVATION AREA
- LISTED BUILDING

Appendix C - Existing Site Photographs



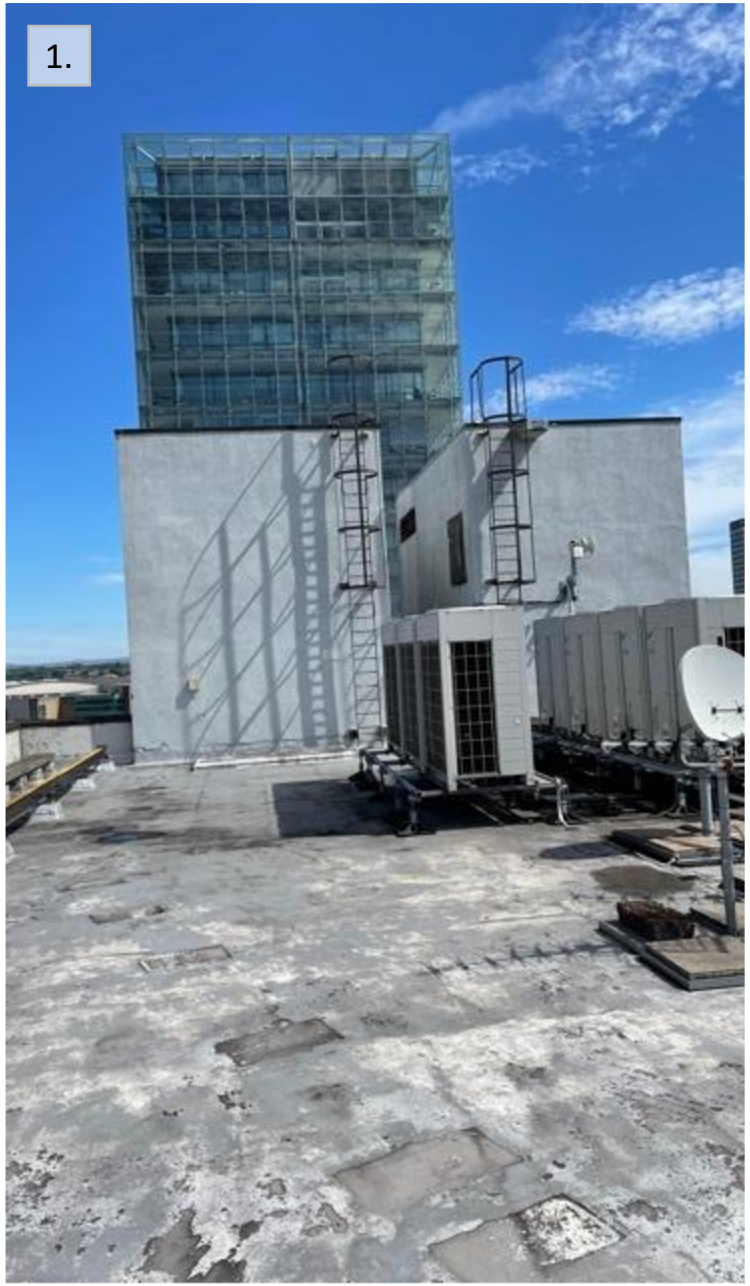


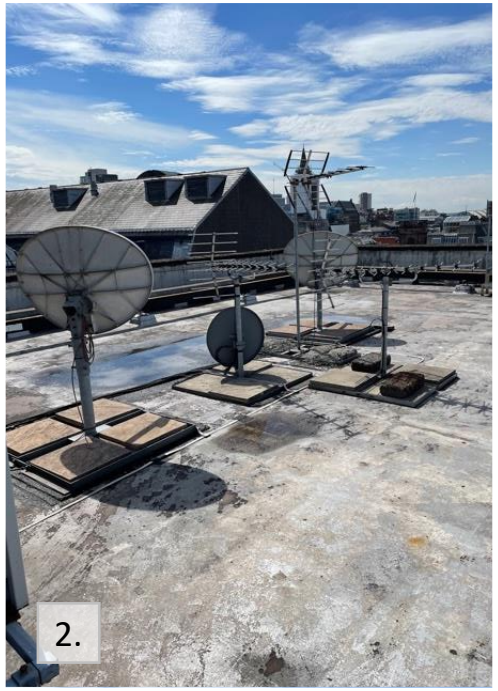


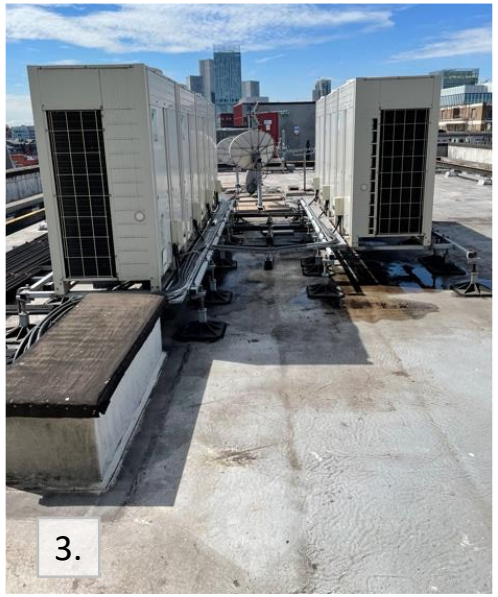
1. Image looking north toward No. 1 Deansgate from 39 Deansgate

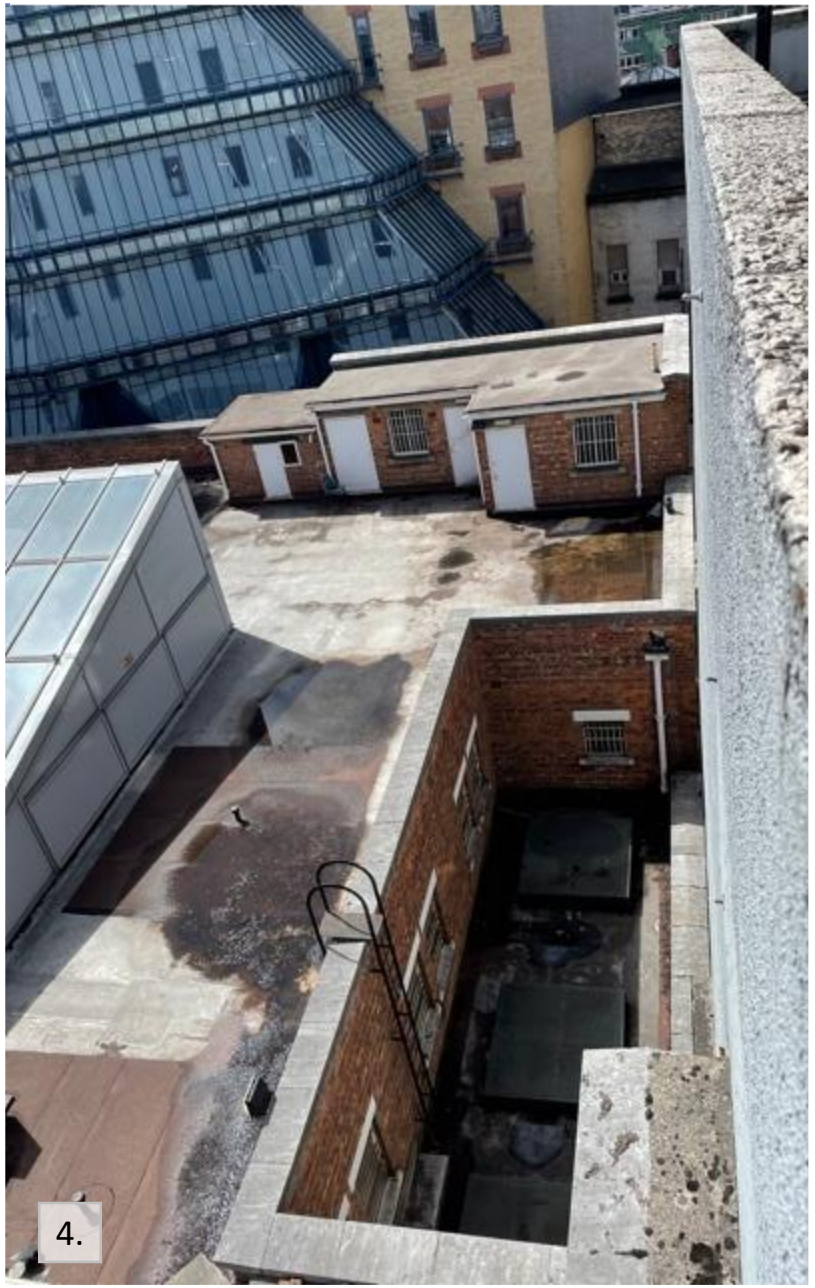
2. View from the roof of 39 Deansgate looking west

3. View of No.1 Deansgate from 1st floor office of 39 Deansgate









1. View of No.1 Deansgate from roof of 39 Deansgate

2. Existing roof – 39 Deansgate

3. Existing roof – 39 Deansgate

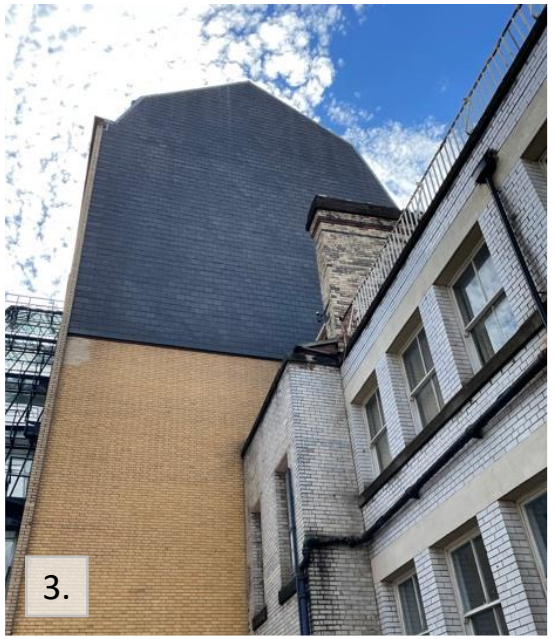
4. View from roof of 39 Deansgate looking East



1.



2.


3.


4.

1. View of No.1 Deansgate Podium from 39 Deansgate

2. View of existing building from Deansgate

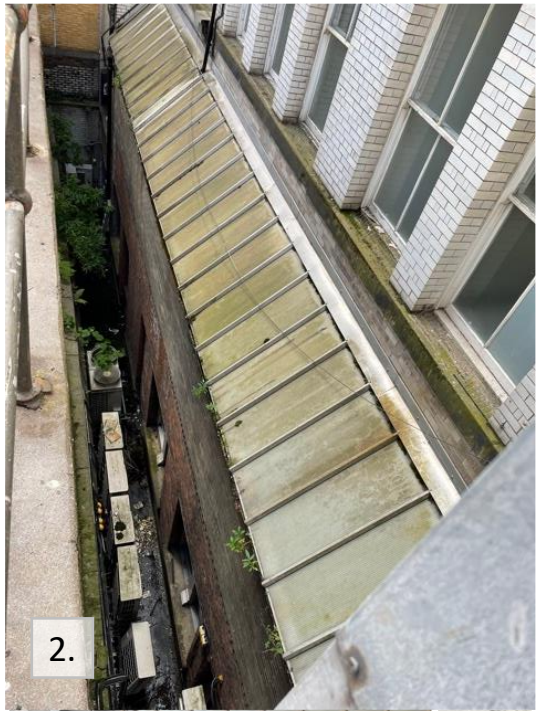
3. View from 39 Deansgate car deck looking East

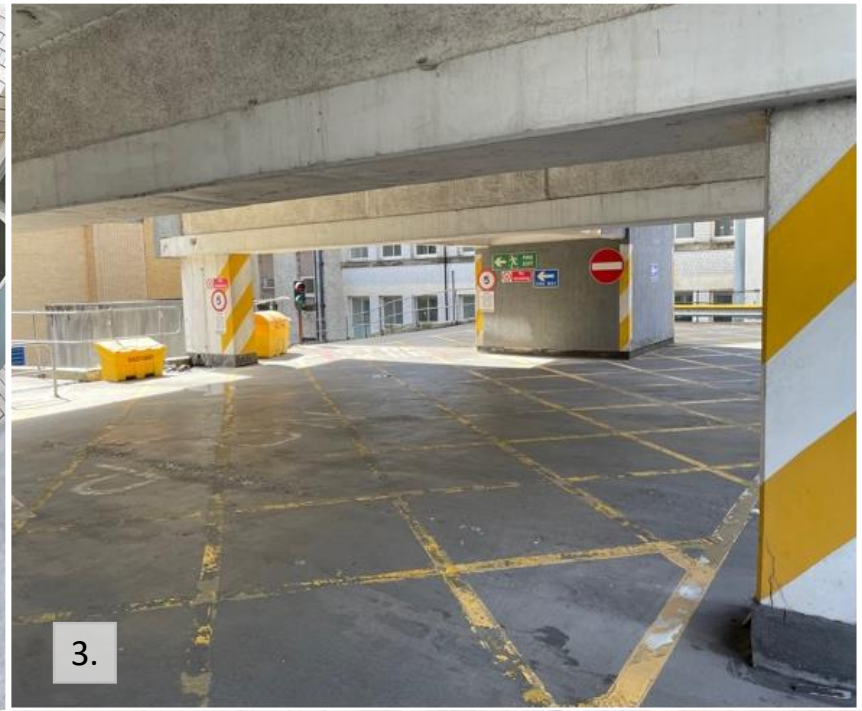
4. View from 39 Deansgate car deck looking toward Barton Buildings

5. Existing interface with Barton Building on car deck


5.











1. View from 39 Deansgate car deck overlooking Barton Building lightwell (south)

2. Same as above but showing more of the current plant equipment and condition

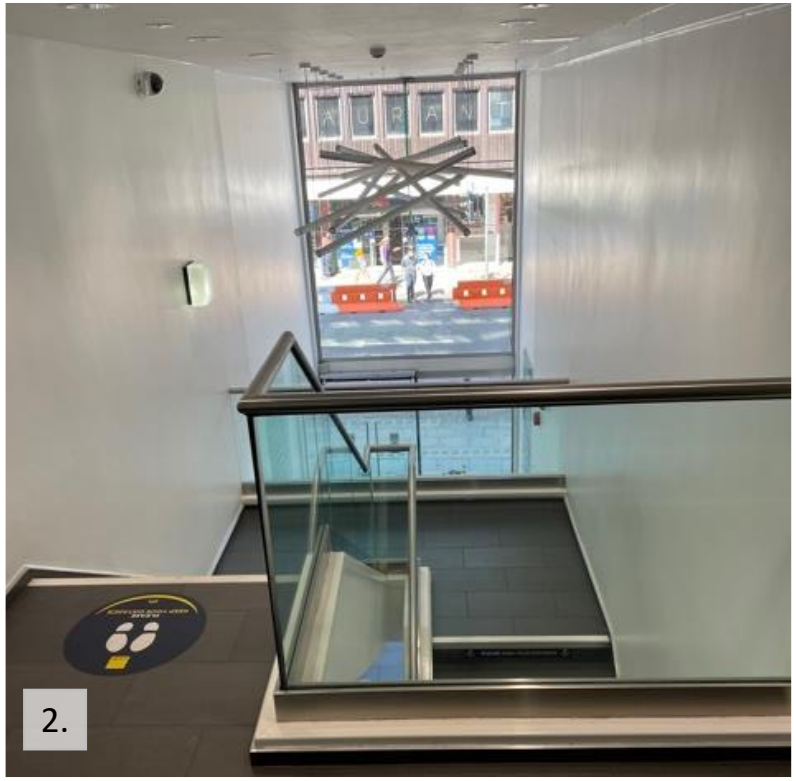
3. Existing 39 Deansgate car deck

4. Existing cycle storage provision

5. View from stairwell window in 39 Deansgate



1.


2.


3.

1. Existing reception area

2. Internal corridor building above reception

3. Existing lift provision









1. Existing 6th Floor Office

2. Indication of ceiling heights within office floor

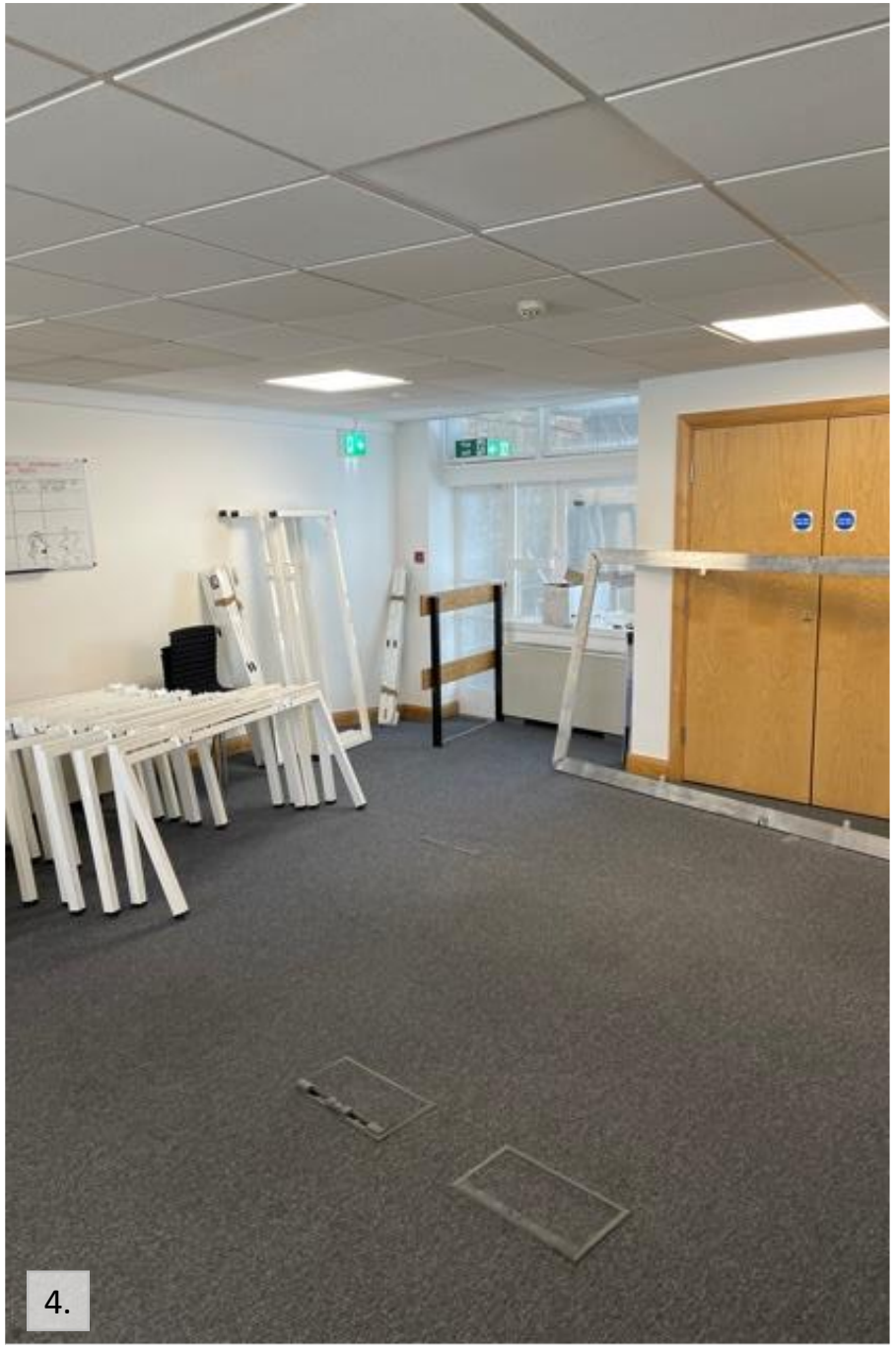
3. Existing 6th Floor Office

4. Existing temperature control system









1. View of car deck from 1st Floor Office

2. Existing WC provision

3. Existing glazing

4. Vacant first floor office space

Appendix D - CBRE Office View

OFFICE VIEW

39 DEANSGATE, MANCHESTER

JULY 2021



CBRE

CONTENTS

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02	Letting viability of existing building	4
03	Manchester office market overview	7
04	Covid-19 & the future of Manchester Grade A offices	12
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EXECUTIVE SUMMARY

Kames Property Income Fund ('KPIF') has appointed Neil Mort (MRICS) of CBRE Limited to undertake a report on the subject property, 39 Deansgate, Manchester to assess the following areas:

- The suitability of the existing building in its current condition to attract new office occupiers
- The impact of Covid-19 on the Grade A office market and its ability to respond to office demand post pandemic
- The key selection criteria that occupiers look for in an office building now and forecasted post Covid
- Manchester City Centre office market overview
- Letting viability of the proposed new scheme

Neil has 20 years' experience working in the Manchester office market advising on a number of key Grade A developments, working from inception through to completion on a number of schemes, such as Two St Peter's Square, Landmark, 11 York Street, 100 and 101 Embankment and First Street. Neil's track record is contained in Appendix 1.

This report outlines why in its current format the building is unable to attract new occupiers. If the building is to be remodelled, a number of the existing physical constraints cannot be rectified. However, these physical constraints can be overcome with a new better designed replacement building.

The proposed new build scheme has been designed to meet both current and future occupier trends and will provide 'best in class' office space to meet growing occupier demand at a time when there will be an under-supply of space.

LETTING VIABILITY OF EXISTING BUILDING

39 Deansgate (formerly Speakers House), which is a 9-storey mixed-use office and retail building, with a net internal floor area of 40,408 sq ft, was constructed in 1963 and refurbished in 2013, when new glazed curtain walling was installed to both the double height ground floor retail units and ground floor reception.

39 Deansgate occupies a prominent corner position with dual frontage onto Deansgate and St Mary's Gate. The surrounding location is dominated by commercial properties with ground floor retail/leisure uses and upper floor offices.

From a locational perspective, the subject property is located close to amenities, which office occupiers require – high street retail, coffee shops, gymnasiums, restaurants and public open space in St Ann's Square. It is also accessible for people travelling by public transport with the Metrolink platform in Exchange Square and Victoria Train Station both being within a 5 minutes' walk.

The existing physical constraints and operating costs of the building adversely impact its letting prospects, which are highlighted in detail below:

- Underwhelming approach into the building, which has a smaller reception than its peer group (see Figure 1 below).
- Change in level in the reception area means a chair lift is required taking up much needed floor space (see Figure 2 below)
- The passenger lift doorways are very narrow causing possible wheelchair access issues (see Figure 3 below)
- Access from the car park into the building cannot be gained by disabled occupants of the building
- No on-site amenity space (meeting space, fitness studio, roof terrace)
- Low floor to ceiling height of 2.5 metres with a small void above the suspended ceiling (see Figure 4 below)
- Inefficient floorplates which if sub-divided lose a disproportionate amount of net lettable space/rental income (see Figure 5 below)
- Persistent internal damp patches appear on the south and west elevations – the current owners and previous two owners have failed to identify the cause of the damp patches (see Figure 6 below).
- Single pane glazing resulting in excessive solar gain in the summer and extensive use of heating in the winter
- Unattractive external elevations
- The current service charge is operating at an uncompetitive level of £8.72 per sq ft, increasing to £10 per sq ft from September 2021. In comparison, the service charge for a building of this size and age typically operates at £7.50 per sq ft. The prohibitive service charge cost has prevented the owner from letting space in the building.



Figure 1

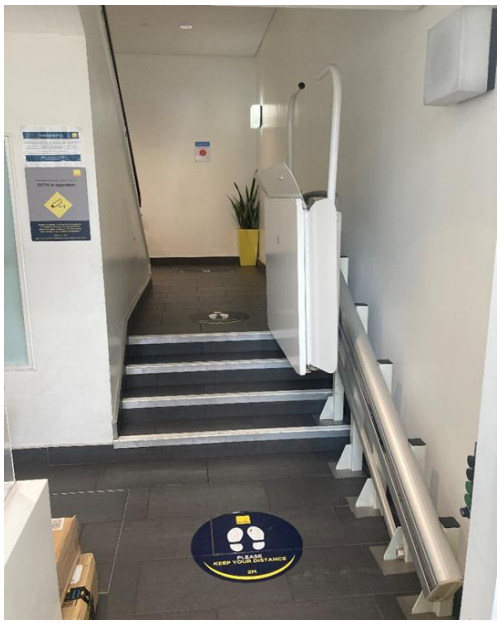


Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

MANCHESTER OFFICE MARKET OVERVIEW

Office Take-Up

470,267 sq ft of office space was transacted in the first six months of 2021. For the same period in 2020 (3 months pre Lockdown One/3 months during Lockdown One) 381,569 sq ft of space transacted, which highlights a 23% increase between the corresponding periods of 2020 and 2021, pointing to a recovery of Manchester's office market following the outbreak of Covid-19.

It is forecast that take-up will reach 1m sq ft across all grades of space by the end of 2021, which will be a 25% uplift on 2020 take-up, but 22% lower than the 5 year average, which is 1.29m sq ft.

Overall Manchester's Grade A office market has proved more resilient than for other grades of space with 533,459 sq ft of new build Grade A space transacting in 2020, which was only a 3% fall in Grade A take-up recorded in 2019 at 548,459 sq ft.

Over the past 5 years (2016-2020), the average annual take-up of Grade A space was 473,450 sq ft, compared to an annual average over the past 3 years (2018-2020) of 582,163 sq ft.

New Build Grade A Office Lettings

Figure 7 below highlights all key new build Grade A lettings pre Covid-19 and during Covid-19.

In some cases occupiers that moved during the Covid-19 pandemic have reduced their footprint by 30%-50% as they have adopted more agile working patterns for their staff, with more people working a hybrid pattern, interchanging between the office and home.

The proposed new build scheme at 39 Deansgate will provide approximately 136,000 sq ft of net lettable space over 16 upper floors with floorplates ranging from 3,434 sq ft up to 9,352 sq ft.

During Covid-19, three of the six lettings that were transacted fell within the range of floor sizes proposed at 39 Deansgate.

Date	Building	Tenant	Size (sq ft)	Headline Rent (psf)
PRE COVID-19				
Nov-20	No.1 Spinningfields	Fieldfisher	11,342	£37.50
Oct-19	10th floor, Landmark	JLL	13,896	£36.50
May-19	125 Deansgate	Spaces	121,892	£36.00
Feb-19	No.1 Spinningfields	Moneysupermarket	22,684	£35.00
DURING COVID-19				
June-21	12th floor, No.1 Spinningfields	Robert Walters	5,596	£37.50
May-21	1st floor, Landmark	Allianz	10,883	£34.50
Feb-21	No.1 Spinningfields	Brown Shipley	11,342	£37.50
Feb-21	No.1 Spinningfields	Browne Jacobson	6,629	£35.00
Jan-21	Two St Peter's Square	Schroders	3,795	£35.00
Jan-21	11th floor, Landmark	Grant Thornton	13,143	£38.50

Figure 7

Manchester's Speculative Development Track Record

Manchester City Centre has a very strong record for new build developments. Since 2016, 60% of Grade A office buildings have been 100% pre-let prior to practical completion including 125 Deansgate, XYZ, Manchester Goods Yard and Globe and Simpson.

Grade A Office Rents

Manchester remains the largest office market of any outside London. New build Grade A offices are currently achieving average headline rents of £37.50 per sq ft, when compared to headline rents of £32.50 per sq ft achieved in 2015. This equates to an increase of 15.38% between 2015 and 2020, which is 2.56% per annum over this period.

Demand for Smaller Grade A Floorplates

The proposed typical floorplate size at 39 Deansgate is 8,500-9,500 sq ft. During 2020, deals in the 5,000-10,000 sq ft size bracket accounted for 10% of total take-up. Occupiers that transacted on deals in this size bracket on average paid the highest headline rent compared to any other size bracket.

A further 6% of total take-up was transacted in the 10,000-20,000 sq bracket, which is important to note, as some incoming occupiers moving to 39 Deansgate may choose to occupy over two floors.

Figure 7 above identifies that during 2021 (Covid-19 era) all seven of the new build Grade A lettings were on space below 15,000 sq ft, with 50% of these below 10,000 sq ft.

Figure 8 below highlights the potential pipeline during 2024/2025. Of these seven schemes, only two schemes offer similar floorplate sizes to 39 Deansgate, these being Island and Plot A3 New Bailey.

Grade A Offices Pipeline

The existing supply of new build Grade A space in Manchester City Centre is 702,000 sq ft with a further 241,000 sq ft being delivered at Transmission (Enterprise City) and 4 Angel Square, NOMA throughout 2022 and 2023, providing a total supply of 943,000 sq ft of new build Grade A space up to 2023. Adopting an average 3 year and 5 year Grade A take-up figure of 527,807 sq ft over a 2.5 year period provides 1.32m sq ft of take-up, which is more than enough demand to meet the total supply of 943,000 sq ft delivered during the same period.

It is not inconceivable that some of the 375,000 sq ft of surplus demand will move into 2024 and 2025, if these occupiers are able to agree short term lease extensions on their existing buildings.

It is proposed that 39 Deansgate will be delivered in 2024 or 2025. Figure 8 overleaf confirms that approximately 1.16m sq ft of new build Grade A space (including 39 Deansgate) will be delivered during this 2-year period.

Based on the average annual Grade A take-up of 527,807 sq ft, over the 2-year period, there is enough demand to absorb the supply of 1.01m sq ft.

.

Planning Status	Address	Total Size (sq ft)	Typical Floorplate (sq ft)	Let/Under Offer (sq ft)	Available (sq ft)
Planning approved for larger building	Plot 9a First Street	160,000	16,800	80,000	80,000
Planning approved	No 3 Circle Square	224,970	16,395	--	224,970
Planning approved	St Michaels	140,948	18,500	--	140,948
Planning approved	New Victoria	105,000	16,000	--	105,000
Planning approved	Island	96,102	10,200	--	96,102
Resubmitted Application	39 Deansgate	135,672	3,434-9,352	--	135,672
Planning approved	Plot A3 New Bailey	110,141	10,000	--	110,141
Planning approved	70 Great Bridgewater Street	113,000	16,200	--	113,000
Total					**1,005,833**

Figure 8

Take-up by Sector

Figure 9 below identifies take-up by sector between 2016 and 2021 to date. It is evident that throughout this period the two most dominant sectors are tech & creative and banking & financial services.

For the first time in five years occupiers from the professional services sector has completed more deals than in the tech sector at 17.14% of take-up but tech, banking & finance and consumer services & leisure were not far behind.

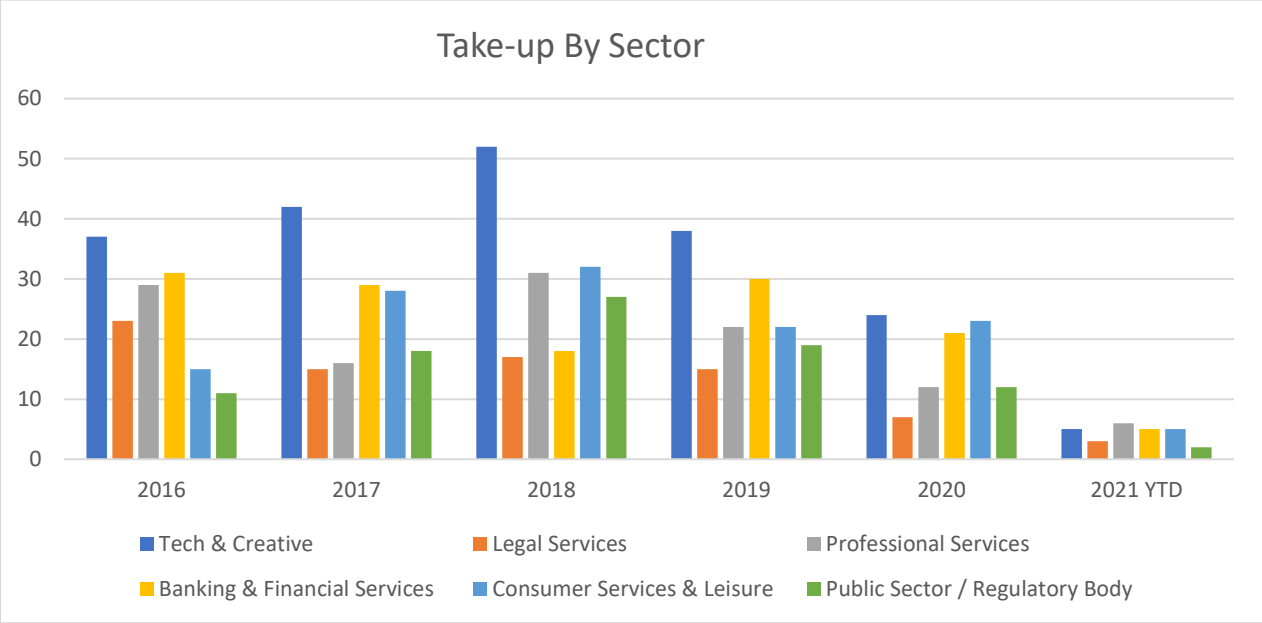


Figure 9

20 Year Take-Up Performance

The Manchester office market has witnessed strong levels of both occupier and investor demand in recent years, with large corporates increasingly looking to expand within the city or relocate to the city.

Booking.com, Amazon, WPP Group, BT and Hilti are a just a few of the big names which have taken large amounts of office space Manchester City Centre in the last three years.

Figure 10 overleaf highlights long term office take-up in Manchester City Centre over a 20 year period between 2000 and 2020. Take-up 15 years ago averaged 867,000 sq ft per annum and despite a global recession during 2008 and 2014, take-up increased by 5% during this period, demonstrating the resilience of Manchester's office market in the middle of a very challenging economic time.

From 2014 to 2018 average annual take-up grew significantly by 51%, averaging 1.38 million sq ft per annum during this period.

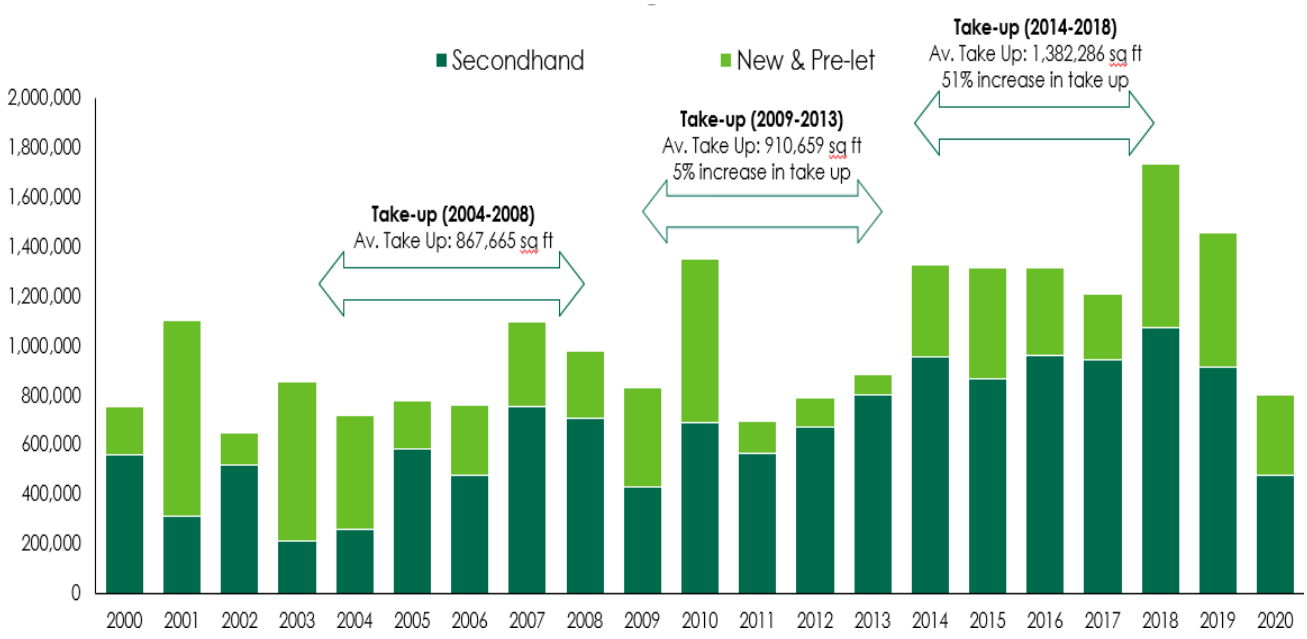

Secondhand
New & Pre-let
Take-up (2014-2018)
Av. Take Up: 1,382,286 sq ft
51% increase in take up
Take-up (2009-2013)
Av. Take Up: 910,659 sq ft
5% increase in take up
Take-up (2004-2008)
Av. Take Up: 867,665 sq ft
2,000,000
1,800,000
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
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2000
2001
2002
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Figure 10

COVID-19 & THE FUTURE OF MANCHESTER GRADE A OFFICES

Performance Before & During Covid-19 Pandemic

The performance of Manchester City Centre's office market throughout the Covid-19 pandemic can be analysed by comparing two corresponding quarters – Q1 2020 prior to the outbreak of the pandemic in the UK and Q1 2021, which is in the middle of the pandemic.

Q1 2021 had a slow start to the year compared to Q1 2020, which was caused by outbreak of the Covid-19 pandemic. 42 deals were transacted equating to 234,258 sq ft, a 25% reduction compared to Q1 2020. Despite this fall, Manchester remains the strongest performing city out of all the UK regional cities.

The sub 2,000 sq ft bracket still dominates the market by number of deals with 14 completing in Q1 2021 (33% market share) compared to 30 completing in Q1 2020.

During Q1 2021, the second most active size bracket was 2,000–5,000 sq ft bracket (31% market share), followed by the 5,000-10,000 sq ft bracket (21% market share). As the proposed floorplates of the proposed new build scheme at 39 Deansgate are typically 8,500 sq ft, it is important to analyse the resilience of take-up in Q1 2021 for the 5,000-10,000 sq ft; 10,000-20,000 sq ft and 20,000+ sq ft brackets. In terms of number of transactions when these size brackets are compared for Q1 2021 against Q1 2020, it is evident that there were transactions across size brackets in Q1 2021 than there were during Q1 2020, which suggests that this part of the market has proven to be resilient during Covid-19.

No, of Transactions by Size Bracket - Q1 2021 v Q1 2020

Size Bracket (sq ft)	No. of Deals (Q1 2020)	No. of Deals (Q1 2021)
0-2,000	30	14
2,000-5,000	13	13
5,000-10,000	7	9
10,000-20,000	4	3
20,000+	4	3
Total	**58**	**42**

Figure 11

Occupier Sentiment During Covid-19

During the Covid-19 pandemic, the occupier's mind was primarily focussed on how their staff could operate remotely from home. As with any crisis the initial reaction by some business leaders was to react by seeking to offload office space, as the long term view during that time was that their staff could work effectively from home.

From Lockdown One in Spring of 2020 to November 2020, sentiment on the impact of remote working on colleagues had changed. The results of two surveys undertaken by CBRE in May 2020 and November 2020 are highlighted in Figure 12 overleaf.

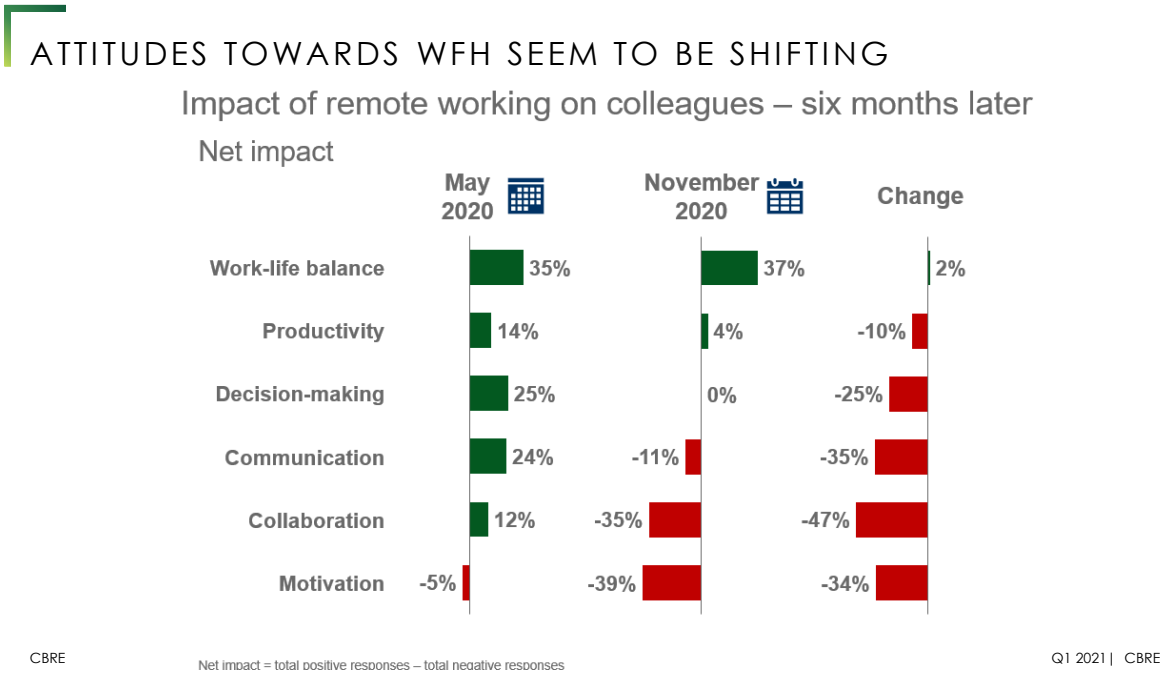


Figure 12

Future Grade A Office Demand

There are strong market indicators supporting future demand for Grade A office space, these include:

- Occupiers focussing on 'best in class' buildings to attract the best staff
- Migration of occupiers to town and city centres in search of amenities and public transport connectivity
- Occupier sentiment to return to the office, prompted by staff expressing fatigue with 'working from home'.

Figure 13 overleaf compares the number of requirements received by CBRE during Q1 2020 and Q1 2021. There was a 36.60% reduction in requirements between Q1 2020 and Q1 2021. The biggest fall in requirements was in the 0-2,000 sq ft and 5,000-10,000 sq ft brackets. However, as outlined previously in this report that despite a reduction in requirements for the 5,000-10,000 sq ft bracket, this bracket remained resilient with take-up of space in this size bracket increasing by 29% in Q2 2021 compared to Q1 2020.

There is a strong sign that the office market is starting to recover, with an increase of 49% in the number of requirements for all grades of space received by CBRE from Q1 2021 to Q2 2021.

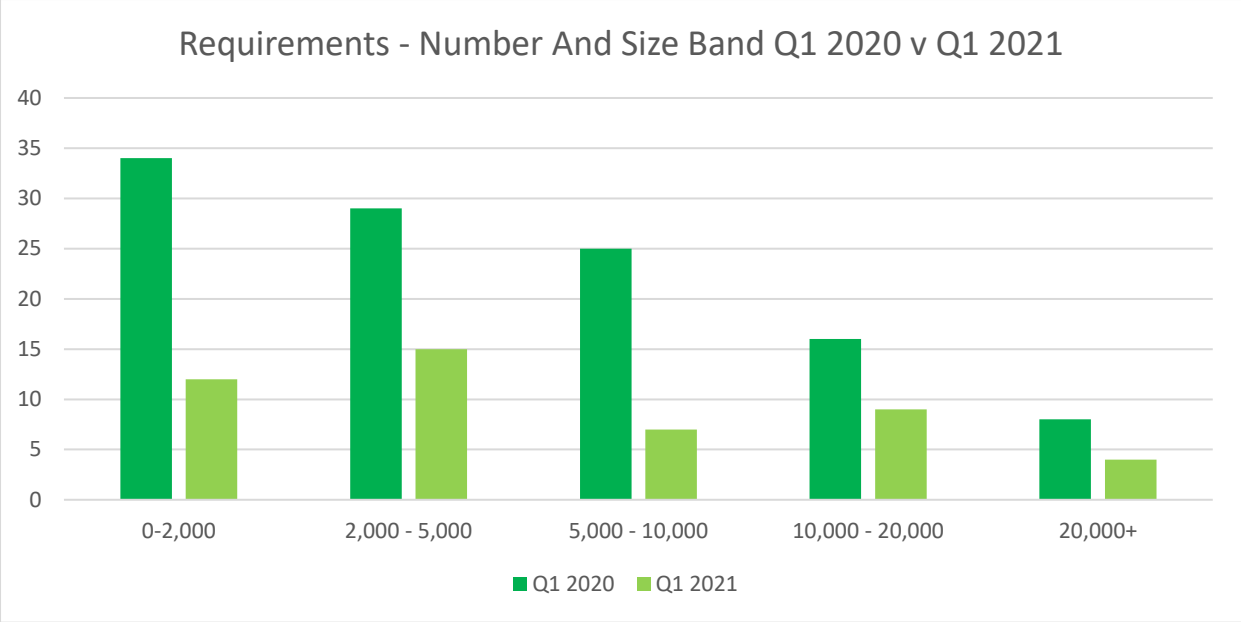


Figure 13

Office demand can emanate from the following four categories:

- Existing Manchester City Centre movers
- Regional movers into Manchester City Centre
- Inward investor occupiers – Nearshoring and Northshoring
- Fast growth sectors e.g. Cyber Security/E-Commerce/Fin-tech & Challenger Banks

Existing City Centre Movers

39 Deansgate benefits from critical mass and a large number of very high-quality tenants in close proximity. There are a number of older buildings which are approaching another refurbishment cycle. It is likely that many of the occupiers in these buildings will seek to upgrade their space/building. CBRE has identified occupiers with lease events in 2024 and 2025, providing a source of 750,000 sq ft of demand.

Regional Movers

This has been a trend we have seen over the last 5 years as occupiers in the region seek talent. Manchester City Centre has been successful in attracting occupiers within the region e.g. Autotrader, Jacobs, Moneysupermarket etc. We believe there are a number of occupiers that will find Manchester City Centre increasingly attractive, such as United Utilities, Sky, AA, SCC, PZ Cussons, GSK, Convergys, British Airways, Open University, Virgin Media, Beauty Bay, IBM, Powergen and Sony.

Inward Investor Occupiers

Whilst there are not many inward investment deals undertaken taking large amounts of space, 75 deals over 10,000 sq ft have occurred in the Big 6 regional cities acquiring 2.5m sq ft of floorspace. As such this is an occupier targeting exercise that should be undertaken to assess demand likelihood in certain sectors/specific occupiers.

Sector Specific Targets

There is a large cyber security cluster forming in Greater Manchester including Raytheon, Coalfire, ARM, Cisco, IBM, Microsoft, Symantec, BAE Systems and Northrop Grumman.

In the coming years, fintech occupiers such as Barclays, Lloyds Banking Group, Sainsburys Bank, JP Morgan and Bank of America could make significant relocations.

Fast Growth Sectors

CBRE track fast growth companies, based on funding and headcount growth. The following sectors in Figure 14 below have seen the fastest growth rate over the previous five years:

Sector	Number of Fundraising Rounds	Total Value	Average Value Per Deal
Software	408	£2.5bn	£5.52m
Fintech	71	£561m	£8.12m
Banking	74	£560.6m	£8.1m
Media	72	£558m	£8.33m
Leisure	104	£435m	£4.35m

Figure 14

Forecasted Grade A Office Rental Growth

Figure 15 below highlights rental growth between 2000 and 2021. In Q1 2021, a headline of £38.50 per sq ft was achieved in a letting to Grant Thornton at Landmark, which is 12 months ahead of forecast. It is anticipated that £38.50 per sq ft will be consistently achieved throughout the remainder of 2021, with £40 per sq ft expected to be reached during 2022, two years ahead of forecast.

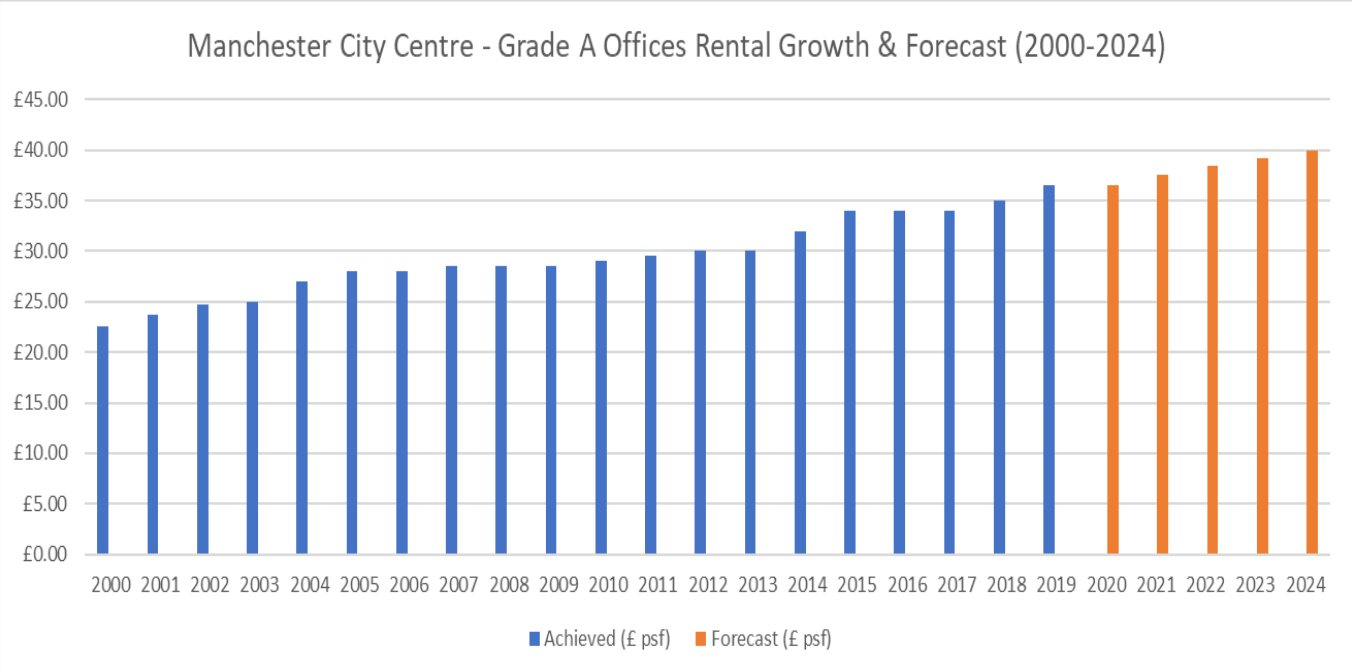


Figure 15

OCCUPIER'S BUILDING SELECTION CRITERIA

During Covid-19 if the occupier had an imminent lease event five options were available to them:

- Option 1 - lease renewal/remain in same amount of space/negotiate further rent-free period to mitigate on-going costs
- Option 2 – lease renewal/downsize/negotiate further rent-free period to mitigate on-going costs
- Option 3 – surrender their office space back to the landlord/all staff working remotely
- Option 4 – relocate to serviced office space
- Option 5 – relocate to conventional office space

During Covid-19 fewer occupiers decided to choose Option 5, which is supported by take-up reducing by 38% in 2020 compared to the 5 year average.

If an occupier decided to adopt Option 5, they had key selection criteria, which depended upon the nature of their business and their own corporate goals. During the pandemic there has been a greater focus on Environmental, Social and Governance (ESG) and the Wellness Agenda, with these criteria moving towards the top of their list.

In no particular order, the following criteria are important to an occupier when selecting a new building:

- Access to talent and being located close to Universities
- Location close to public transport nodes for staff accessibility
- Total occupancy costs including utilities – although this is a key criterion, occupancy costs usually account for 10% of a business' total cost. Due to the hybrid working model some occupiers have reduced their floor area footprint by up to 50%, meaning they can afford better quality space. The pandemic has seen a number of companies downsizing and acquiring 'best in class' office space in order to attract and retain talent.
- Local amenities – close proximity to high street retail, coffee shops, gyms, bars etc.
- Flexibility of space available elsewhere in the building – some occupiers have chosen to locate to a building which has a flexible co-working operator, providing the occupier with the ability to scale-up quickly.
- Sustainability credentials – on-site renewable energy, low energy consumption, have sustainable materials been used in the construction of the building? Does the building help the occupier to meet their own ESG goals?
- Good levels of natural daylight – it is scientifically proven that access to primary natural daylight can improve the functioning memory of the occupants of a building
- Well ventilated space with regular changes of fresh air
- Brand alignment – does the brand of the building align with the occupier's own brand?
- Wellness – availability of on-site amenities, such as a roof terrace and gym, where a programme of fitness classes can be held.
- Communal meeting spaces – occupiers prefer buildings which provide these spaces where their staff can meet and collaborate with each other and with clients
- Touchless technology – provided by apps which prevent occupants and visitors touching surfaces and helping to alleviate health anxiety

CURRENT & PREDICTED OCCUPIER TRENDS

We are witnessing growing demand from Manchester's occupiers pursuing a real estate strategy focused on a 'flight to quality' in terms of the type of workspace being acquired. Occupiers who have downsized during the pandemic due to blended working have been focussed on acquiring workspace of a high specification so they can create a hub that encourage their employees to return to the office.

Over the last 6 months, we have seen ESG requirements rapidly shaping an occupier's agenda when considering a relocation.

'Flight to Quality'

- Remote working is here to stay, but so is the office - the physical office still has a very important role to play even in a more mobile future, but it will be designed to support flexibility and choice. Companies will rethink the role of a single headquarters in favour of a broader ecosystem of work sites that may include regional offices, co-working spaces, and home to support increasing and on-going mobility and agile working practices.
- The office's new role will be to provide a venue for community, culture and collaboration. Employees will spend less time on individual or focused tasks while on-site and more time collaborating, networking, and socialising. The composition of the office will adjust to reflect this change.
- Occupiers are seeking to create a magnetised office that people want to come to. Employee amenities will focus on creating a welcoming environment, supporting employee health and wellbeing and enhancing the convenience of working on-site.
- Desk-sharing occupancy strategies will continue to grow in popularity – with enhanced cleaning protocols to support health and safety.
- It is likely the pandemic will have a lasting impact on employee consciousness of health and wellbeing in the workplace. Beyond requirements for physical distancing, workstations and conference rooms will continue to be reconfigured to allow for greater separation between employees. Occupiers will not necessarily need to buy new larger desks, with most addressing these concerns via neighbourhood planning and circulation.
- Covid-19 has underscored the connection between buildings and wellness. As landlords and employees compete for occupiers and employees respectively, differentiated workplace environments will be those that innovate in the field of wellbeing in the workplace and address a broad spectrum of health beyond just the physical.

Environmental, Social & Governance (ESG)

Occupiers are pushing more for buildings which are aligned with their own ESG targets.

Wellbeing – moving out of Covid-19, occupiers are looking for buildings that can assist with the wellbeing of their staff. The quality of natural daylight, air (air quality, volume and more fresh air) and noise pollution in a building are serious considerations of an occupier.

The provision of an on-site gym and an external roof terrace space can be used to help promote wellbeing to occupants of a building.

New developments are starting to incorporate touchless technology, de-densification and vertical transportation capacity to combat health anxiety.

Certifications which can help a building to achieve a good wellbeing standard are WELL and Fitwel:

- **WELL:** This is the leading green building certification to primarily consider human health and wellbeing, and, therefore, social sustainability as a priority. Its insistence on third party performance verification of, among others, air and water quality, separate it as the most robust occupancy focussed certification.

- **Fitwel**: An alternative option to WELL Certification, which can be a more cost-effective solution for landlords to implement.

Following the outbreak of Covid-19, sustainability and energy performance of a building has quickly moved up an occupier's selection criteria. In terms of improving sustainability, both the NABERS accreditation and smart building technology can assist.

The National Australian Built Environment Rating System (NABERS) Rating assesses the on-going performance of a building using actual utility consumption data, normalised by hours of operation, area, and location. The resulting NABERS rating is represented by 0-6 stars and is often displayed in the office. Good NABERS ratings are recognised as synonymous with high quality buildings that can result in higher rental values. There are also versions of NABERS ratings for waste, water, and indoor environment, all similarly focussed on operational performance.

Smart building technology can be incorporated at the design stage to reduce a building's energy consumption and extend the economic life of the mechanical & electrical systems, which enables a landlord and occupier to manage potential spikes in the operational cost of a building.

LETTING VIABILITY OF PROPOSED SCHEME

CBRE and Avison Young have provided advice to the professional team responsible for designing the proposed new build office scheme. As a result, the building has been designed to meet current occupier trends, whilst also being adaptable to meet emerging occupier trends.

The design will enhance the scheme's letting prospects and will be delivered at a time when there is limited direct competition from other new build schemes in 2024/2025.

Leasing success of the proposed scheme will be achieved for the following reasons:

- The site occupies a prominent corner position with dual frontage onto Deansgate and St Mary's Gate, close to nearby amenities which office occupiers require – high street retail, coffee shops, gymnasiums, restaurants etc.
- Proximity to public open space in St Ann's Square, which can be enjoyed by occupants of the scheme.
- Accessibility to public transport nodes, with the Metrolink platform in Exchange Square and Victoria Train Station both being within a 5 minutes' walk.
- The scheme will appeal to occupiers with its attractive external façade
- Prominent double height entrance adding to the sense of arrival
- Large reception area incorporating informal meeting/collaboration space for occupants of the scheme
- Self-contained area in the basement incorporating cycle storage, lockers, shower rooms and drying rooms.
- Column free floorplates providing occupiers with the flexibility to design a fit-out of their choice
- Sub-divisible floorplates providing up to three office suites, supporting a smaller suite scheme on one or multiple floors. Sub-divisibility also offers flexibility to an incoming occupier to sub-let their space.
- Extensive solar performance glazing providing excellent levels of natural daylight to the office floors, whilst minimising solar gain.
- The scheme has been designed in accordance with British Council for Offices (BCO) guidelines meeting all heating, cooling and lighting requirements.
- External roof terrace located on the 15th floor helping to promote health and wellbeing for occupants of the building
- There is enough occupier demand and limited direct competition in 2024/2025 for the floorplates proposed in the scheme

APPENDIX 1 – NEIL MORT CV



MRICS

SENIOR DIRECTOR

HEAD OF NORTHERN OFFICE AGENCY

NATIONAL TEAM

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BACKGROUND AND CURRENT ROLE AT CBRE

Neil joined CBRE in 2015 as head of North West Office Agency. Neil was made an Associate of the RICS in 1999 and has over 20 years of experience in the North West office market. Neil is currently responsible for advising a number of key clients on office leasing/acquisitions and office development advice. Neil has also worked for a major office developer in the North West and Yorkshire regions.

Neil is a Senior Director and head of the Northern Region Office Agency Team. He advises some of the firm's top clients on both the disposal and acquisition of premises across Greater Manchester. Neil has a particular focus on the Grade A leasing market in the Manchester, Salford Quays and South Manchester markets, where he is the retained letting agent on a number of leading schemes. Neil's other specialism is advising key clients on new build office schemes at the early stages of design and delivery through to lease completion.

RECENT EXPERIENCE

TWO ST PETER'S SQUARE, MANCHESTER (160,000 SQ FT)

Responsible for letting advice on Grade A lettings to DWP (78,000 sq ft), Distrelec (16,000 sq ft) and EY (40,000 sq ft).

100 & 101 EMBANKMENT, MANCHESTER (325,000 SQ FT)

Responsible for letting advice on 101 Embankment which is a 165,000 sq ft Grade A office building, let in its entirety to Swinton Insurance. Development and letting advice provided on 100 Embankment, providing a further 160,000 sq ft of Grade A office space.

MEDIACITYUK, SALFORD QUAYS (UPTO 80,000 SQ FT)

Responsible for letting advice on Orange, which is a 159,000 sq ft Grade A office building. Negotiated lettings to JTI (16,000 sq ft) and Kellogg's (48,000 sq ft).

FIRST STREET, MANCHESTER (616,000 SQ FT)

Advice provided on Number 8 First Street, which included a Grade A acquisition of 40,000 sq ft for Gazprom and a further 497,000 sq ft of Grade A new build space on Plots 9a and 10.

AIRPORT CITY, MANCHESTER (1,000,000 SQ FT)

Providing letting advice on a number of development phases which will provide up to 1,000,000 sq ft of Grade A office space.

1, 2 & 3 STOCKPORT EXCHANGE, STOCKPORT (170,000 SQ FT)

Providing letting advice on first two phases, including Grade A lettings to Stagecoach (35,000 sq ft), Music Magpie (10,000 sq ft) and BASF (21,000 sq ft). Providing development and letting advice on 3 Stockport Exchange, amounting to 64,000 sq ft.

Appendix E – Historic England Statutory Response

Historic England

Ms Carolyn Parry
Manchester City Council
Planning
PO Box 532
Town Hall
MANCHESTER
M60 2LA

Direct Dial: 0161 2421417

Our ref: P01183290

23 March 2020

Dear Ms Parry

T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990

SPEAKERS HOUSE, 39 DEANSGATE, MANCHESTER, M3 2BA
Application No. 126328/FO/2020

Thank you for your letter of 3 March 2020 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England Advice
The site is located within the St Anne's Square Conservation Area, which has the grade I listed St Anne's Church as its central focus. The conservation area largely retains its Georgian plan form and some original buildings within the square. It is an important survival of the early historic character of this part of Manchester and of planned squares of the Georgian period; it demonstrates the growing wealth of Manchester as the Indusial Revolution takes hold and its aspirations as a city.

Within the conservation area and adjacent to site is the Barton Arcade a grade II* listed grand Victorian shopping arcade. Its decorative style and ambitious use of glass and cast iron to provided a maximum use of light and sense of grandeur for discerning shoppers of the time.

The proposals are for the demolition of the existing building and replacement with a 17 storey commercial/ office building.

The Heritage statement provided has identified the potentially affected heritage assets, described their significance and assessed the potential impact of the proposals on that significance. The statement includes a visual impact assessment with proposed views and we are satisfied this information is sufficient to understand the impact of the proposals.

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

Historic England has no objection to the demolition of the existing building and we generally agree with the statement's findings in terms of the heritage impact. It is our view that the potential harmful impact of the proposals is to the spatial character of St Anne's Square and its group of listed town houses. We agree that the impact is a moderate adverse impact and that the impact is mostly towards the north end of the square. We consider this level of harm to be less than substantial as defined in the National Planning Policy Framework (NPPF).

Paragraph 193 of the NPPF states "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 194 states "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification."

Paragraph 196 states "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"

Recommendation
Historic England has concerns regarding the application on heritage grounds.
We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 194 and 196 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Yours sincerely

Ross Brazier
Inspector of Historic Buildings and Areas
E-mail: ross.brazier@HistoricEngland.org.uk

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

Appendix F: Comparative Tall Building Applications

CONSISTENCY IN DECISION MAKING

DECISION MAKING - MANCHESTER CITY COUNCIL						
Site	Application ref.	Date approved	Description	% BRE Compliance	Separation distances (approx)	Objections
Phoenix House	129127/FO/2021	Minded to approve at committee 29/07/2021	Demolition of the existing building on the site and the erection of a residential-led mixed use development within a part 11, part 13 storey building to accommodate 237 residential units (80 no. 1-bed apartments, 134 no. 2-bed apartments and 23 no. 2-bed townhouses - Use Class C3), 338 sq. m. of commercial floorspace (Use Class E), car parking (11 spaces) and cycle parking (237 spaces) at ground floor level, new public realm and landscaping, access and servicing arrangements and associated works	VSC: 72.7 NSL: 94.2 APSH: 88.2	~14m	38
Great Marlborough Street	121252/FO/2018	23/07/2021	Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5 storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11 storey, part 4 storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work	Assessment unclear	~10m	766 (cumulative)
Union Tower 1	125655/FO/2019	15/07/2021	Full Planning Permission for the erection of 32 storey plus two basement level mixed use building (sui generis), comprising co-living units, amenity space, gym and flexible commercial space, landscaping, access and other associated works	VSC: 96 NSL: 99 APSH: 96	~8m	3
Kendals/Fraser	129251/FO/2021	04/06/2021	Change of use of upper floors and erection of three storey rooftop extension, including plant level, to Kendal Milne building to provide offices on floors 1-9 (Use Class E), together with change of use of ground, lower ground and basement levels of Kendal Milne building to flexible commercial spaces (Use Class E, F2 and /or Sui Generis (Drinking Establishments) and associated elevational alterations and works; Demolition of adjacent Fraser Building and link bridges and erection of 14 storey office building (Use Class E), including plant level, together with associated amenity space and ground and basement floor flexible commercial units (Use Class E, F2 and / or Sui Generis (Drinking Establishments)) and basement areas for cycle storage and plant; Highways landscaping and public realm works, engineering and infrastructure works and other associated works	VSC: 87.7 NSL: 94 APSH: 98.1	11m	5
Mulbury Bendix Street	125681/FO/2019	23/04/2021	Erection of a ground plus 12-storey residential building (Use Class C3) comprising 161 residential units, with ground floor commercial use (Use Class A1, A2, A3, B1, and / or D1 (excluding Places of Worship)) (160sqm) or ancillary residents lounge, disabled car parking, with highways, landscaping and other associated works following demolition of existing buildings	VSC: 100 NSL: 100 APSH: 100	~11m	None

Plot 11 First Street (Downing Living)	125573/FO/2019	09/03/2021	Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.	VSC: 81 APSH: 91	?	295 (cumulative)
One City Road	128002/FO/2020	26/01/2021	Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works	VSC: 19.5 NSL: 26.4 APSH: 27.7	16m	48
New Islington Green (Pollard St)	128191/FO/2020	18/12/2020	Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works	VSC: 72 NSL: 44 (Albion); 52 (Vulcan) APSH: 100 (Vulcan)	~15m	544
Mulbury Oldham Road	125686/FO/2019	18/12/2020	Erection of a12-storey residential building (Use Class C3) comprising 144 residential units, with ground floor commercial use (Use Class A1, A2, A3, B1, and /or D1 (excluding Places of Worship)) (144 sqm) or ancillary residents lounge, disabled car parking, with highways, landscaping and other associated works following demolition of existing buildings.	VSC: 100 NSL: 100 APSH: 100	~13m	Not stated
Great Ducie St & Mirabel St	122280/FO/2019	Minded to approve at committee 17/12/2020	Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 8 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2- bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 345 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building	VSC: 69 NSL: 73 APSH: 100	9.166m	22

20-36 High Street	121375/FO/2018	02/10/2020	Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.	VSC: 39.6 NSL: 57.4 APSH: 76.7	7m	59
2 & 3 Angel Square	124973/FO/2019	12/02/2020	Erection of an 11 storey building and a 12 storey building with plant rooms above to form a mixed use development comprising 39,184 sq.m (NIA) of Class B1a office use and commercial units of 1,286 sqm (NIA) (Use Classes A1, A2, A3, A4, B1a and D1) along with associated lower ground level car parking, hard and soft landscaping and associated works, including the creation of a new pedestrian route between Angel Street and Miller Street	VSC: 29.3	~16.5m	Not stated
Swan House	121380/FO/2018	24/10/2019	Erection of a part 31, part 13, part 5 storey building to form 373 residential apartments (Use Class C3a) and 12 serviced apartments (Use Class C1) together with a ground floor commercial unit (408 sqm) (Use Class A1, A2 or A3) with associated car parking, public realm and other associated works following demolition of existing buildings	VSC: 59 NSL: 60 APSH: 100	11m	4
St George's Place, Arundel Street	123261/FO/2019	23/08/2019	Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work	VSC: 70 NSL: 77.7 APSH: 89.9	9.8m	25

Appendix G – Scheme CGI's


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Irregular Choice
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YES
YES
YES
YOU'RE
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