

Supporting Planning Statement

Land bounded by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester

May 2021

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of The Island Site (General Partner) Limited ('the Applicant'), in support of an application for full planning permission at Land bounded by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester ('the site'). A Site Location Plan (Drawing no.TIS-CPA-ZA-GF-DR-A-024) is enclosed at **Appendix I**.

1.2 The description of development is as follows:

'Demolition of the existing buildings and structures and the erection of a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, works to facilitate the pedestrianisation of the southern part of Ridgefield and other associated works.'

1.3 The proposals seek to demolish the existing on-site buildings to deliver a high quality, sustainably constructed 10 storey office building plus basement level with flexibility to cater for a wide range of tenants across floorplates which can either be used for single occupancy or be subdivided. In addition the proposals include the pedestrianisation of the southern part of Ridgefield which will enhance the public realm and encourage linkages from the site and the surrounding area, including Lincoln Square and Brazennose Street, through to St Ann's Square and the primary shopping area of the City.

1.4 The proposed development is described fully in the Design and Access Statement prepared by Cartwright Pickard and presented on the application drawings. The application proposals have been developed in consultation with Manchester City Council ('MCC') Officers and other key stakeholders including Historic England. Section 3 of this SPS provides further detail of the pre-application consultation and engagement undertaken.

1.5 This SPS demonstrates that the proposed development complies with the policies and guiding principles contained within MCC's Core Strategy, saved policies of the Unitary Development Plan ('UDP'), and the National Planning Policy Framework ('NPPF') (2019).

Supporting Information

1.6 The application is accompanied by a suite of supporting documents, the scope of which has been prior agreed with MCC Officers through pre-application discussions. The following documents are submitted in support of this planning application:

- Covering letter;
- This Supporting Planning Statement prepared by Avison Young;

- Application form, relevant land ownership certificate (duly signed) and relevant planning application fee;
- Full set of existing and proposed plans prepared by Cartwright Pickard (Drawing List enclosed at **Appendix II**);
- Air Quality Assessment prepared by Cundall;
- Archaeological Desk-Based Assessment prepared by Orion Heritage;
- Crime Impact Statement prepared by Greater Manchester Police;
- Design and Access Statement prepared by Cartwright Pickard;
- Demolition Method Statement prepared by Curtins;
- Preliminary Ecological Assessment prepared by Middlemarch;
- Preliminary Roost Assessment prepared by Middlemarch;
- Energy and Sustainability Statement prepared by Cundall;
- Environmental Standards Statement prepared by Watt Energy;
- Detailed Drainage Strategy prepared by Curtins;
- Heritage Statement (including Townscape Assessment) prepared by Stephen Levrant Heritage;
- Phase 1 Desk Study prepared by Curtins;
- Noise Impact Assessment prepared by Cundall;
- Transport Statement prepared by Mode Transport;
- Framework Travel Plan prepared by Mode Transport;
- Ventilation Strategy prepared by Cundall;
- Desktop Wind Microclimate Study prepared by GIA; and,
- Daylight and Sunlight Amenity Report prepared by Avison Young.

Applicant

- 1.7 The Island Site (General Partner) Limited is a joint venture formed between HBD and the Greater Manchester Property Venture Fund. The joint venture is committed to delivering the proposed development, which will see the regeneration of a key site at the heart of the city centre into a first-class office and workspace location.

EIA Screening

- 1.8 A request for EIA Screening was submitted to MCC on 15th February 2021 to confirm whether the proposed development is EIA development. The Town and Country Planning (Environmental Impact Assessment) Regulations (England) provide indicative thresholds and criteria for when an EIA is likely to be required in respect of infrastructure projects. The application has been screened under Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development projects'.
- 1.9 The proposed development is below the EIA Screening Thresholds for urban development projects. However, an EIA Screening Report was prepared due to the environmental sensitivities associated with the surrounding area with the aim of determining whether there would be significant environmental effects as a result of the proposed development. The Screening Request concludes that an EIA of the proposals would not be required.
- 1.10 The Screening Request has been discussed with MCC planning officers and it has been verbally agreed that an EIA is not required. A formal response from MCC is expected imminently.

Structure of SPS

- 1.11 This Statement is structured as follows:
- **Section 2** details the wider regeneration context of the site;
 - **Section 3** provides a description of the application site and its surroundings;
 - **Section 4** provides a summary of the pre-application engagement undertaken with MCC, key stakeholders and the local community;
 - **Section 5** sets out the details of the proposed development;
 - **Section 6** provides an operating statement for the proposed development;
 - **Section 7** contains an overview of local and national planning policy and guidance;
 - **Section 8** assesses the application proposals in the context of planning policy and guidance;
 - **Section 9** summarises the technical considerations that have been assessed by the planning application;
 - **Section 10** provides an assessment of the proposals against the three dimensions of sustainable development, as defined in the NPPF (2019).
 - **Section 11** provides a Framework Construction Environmental Management Plan;
 - **Section 12** provides a summary and conclusion.

2. Wider Regeneration Context

- 2.1 Manchester has an estimated population of 552,858¹ and has experienced exceptional growth since the late 1990's. The Greater Manchester sub-region has a population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.4 billion². Economic Forecasts³ shows GVA growing at 1.7% per annum up to 2036. Employment growth in Greater Manchester is largely driven by Business, Financial and Professional Services which account for over half of the net increase in the total number of jobs based in GM, up to 2036.
- 2.2 Regeneration is an important planning consideration and one of MCC's stated priorities for ensuring continued economic growth is ensuring the continued social, economic and environmental regeneration of the City. The application site is located between Spinningfields and the Civic Quarter in an area which has historically lacked investment and included poor quality areas of public realm subject to anti-social behaviour. The predominantly 'block' style arrangement of this part of the City does not allow for easy movement nor does it encourage footfall for businesses. However there is now a strong pipeline of development which is giving this part of the City a newly founded sense of place and improved public realm. The site and its surrounding context provide an important connection between Spinningfields, the main retail area of the City Centre and the Civic Quarter which includes the Town Hall, Alberts Square and the Central Library, and represents an important missing piece of the wider regeneration puzzle in this part of the City.
- 2.3 Whilst the site does not form part of a Strategic Regeneration Framework ('SRF') it sits within a key strategic location and is in close proximity to other key strategic sites such as the Great Jackson Street SRF area, Jacksons Row/Booth Street SRF area and the First Street SRF area,

The City Centre Strategic Plan (2015-2019)

- 2.4 Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. Significant private and public sector investment has led to a more vibrant and diverse cityscape including modern iconic buildings such as the Civil Justice Centre and Beetham Tower, in addition to new high-quality public areas. The revised City Centre Strategic Plan seeks to

¹ Source: Office for National Statistics -

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

² Source: Office for National Statistics -

<https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017>

³ Source: Economic Forecasts for Greater Manchester (GMCA) (January 2019).

demonstrate what has been achieved since the last Strategic Plan was published in 2009; update the vision for the city centre within the current economic and strategic context; outline the direction of travel and key priorities over the next few years in each of the city centre neighbourhood; and describe the partnerships in place to deliver those priorities.

2.5 The Strategic Plan will shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England.

2.6 The site is located within the Central Business District ("CBD") neighbourhood of the City centre. Page 48 of the Strategic Plan states that *'the CBD is home to a wide range of companies of varied sizes across a range of business sectors and is fundamental to the city remaining a business destination. The CBD provides a pluralist model, offering different value propositions for the range of occupiers the city needs to accommodate, and has facilitated growth within the retail, creative and digital sectors, as well as the major growth sectors such as financial and professional services. However, the supply of available office space has not kept pace with demand, so a key task will be to stimulate prudent speculative development in appropriate locations to maintain a balance between demand and supply over the next few years. The key priorities of the CBD are:*

- *Encouraging the supply of more Grade A floor space, particularly through supporting the delivery of commercial developments around the Civic Quarter;*
- *Co-ordinating the major transport work in the area with the commercial and public realm developments taking place;*
- *Implementing a strategy to continue to attract major conferences to Manchester Central. Investigating and encouraging further development and investment at the centre, including the Radisson Blu Hotel's plans for the Theatre Royal on Peter Street;*
- *Delivering the redevelopment outlined within the Strategic Regeneration Framework for St Michael's. The landmark development includes proposals for a range of uses, including commercial, residential, retail and leisure amenities;*
- *Working collaboratively with partners to finalise regeneration proposals, and bring forward development at the Grade II-listed Great Northern Warehouse;*
- *Delivering the Peterloo Memorial within the Civic Quarter prior to the 200th anniversary of the event'.*

2.7 The first bullet point relates to encouraging the supply of more Grade A floor space and this planning application contributes towards this key priority for the City.

Spinningfields

- 2.8 Spinningfields has been designed not only to drive forward the continued economic success of Manchester, but also to enable the North West to close the productivity and wealth gap with London and the South East. Spinningfields has already significantly strengthened and added value to Manchester's renown as a prime location in which business can operate, enhancing the City's growing reputation as an international destination of choice for world class investors in financial, legal and professional services and other high value-added sectors. Spinningfields also provides a prime residential offer and a retail element at 'The Avenue'.
- 2.9 The location of Spinningfields has much improved the connectivity between Deansgate, the Central Business District and St Peter's Square and the area has become a successful residential, leisure and retail destination in the City Centre. The unique and high-quality leisure experience provided by the area's event space and buildings has played a critical role in enhancing connectivity across the site and the wider City Centre.

Civic Quarter

- 2.10 The potential of the Civic Quarter will be unlocked by four major 'place-making' capital projects that are already completed or committed to, including:
- i. The refurbishment of the Town Hall which is currently being progressed;
 - ii. The ongoing transformation of St Peter's Square and its public realm;
 - iii. The development and expansion of Manchester Central Conference Centre;
 - iv. The creation of an international standard transport interchange at Manchester Central/Deansgate.
- 2.11 There are a number of other private sector-led projects which also contribute to the transformation of this part of the City including One St Peter's Square, Two St Peter's Square, Landmark, Dickinson House, London Scottish House, Peter Loo House, Axis.

Emerging Development Context

- 2.12 The site sits in an important and prominent City Centre location which is undergoing significant change. The built environment and public realm in this area of the City will be high quality and create a new founded sense of place. There are a number of development schemes located close to the application

site which are relevant to this planning application and have been considered throughout the design process:

- **St James's House (111117/FO/2016/C1)** - Change of use of the ground floor, with associated elevational alterations to create ancillary co-working, meeting and cafe space (use class B1) in association with the B1 (office) use on the upper floors. (as an amendment to the 4no. A3 units at ground floor - approved in January 2019;
- **Lincoln Square (120014/FO/2018)** -public realm works including the regrading and resurfacing of footpaths, highways; extending the pedestrianised area of Lincoln Square; removal and replacement planting of trees, replacement of street lighting and street furniture; removal of car parking spaces and associated works, including temporary removal and storage of the Grade II listed Lincoln Square Statue prior to permanent reinstatement with Lincoln Square and associated works – approved in September 2018;
- **Commercial Union House (114164/FO/2016)** - External alterations to existing office building comprising facade alterations and associated service, access, and plant works – approved in January 2017;
- **Heron House (114867/VO/2016)** - Elevational alterations to existing office building and ground floor extension – approved in April 2017;
- **Trinity Court (117431/FO/2017)** - Extension and use of ground floor for Use Classes A1 (shop), A3 (restaurant/cafe) or B1 (offices), extension to 7th floor to provide additional Use Class B1 office accommodation and roof terrace, alterations to existing elevations and associated works – approved in November 2017;
- **John Dalton House (11925/FO/2016)** - Change of use from Office to form a 215 suite Hotel with existing ground floor retail uses retained in situ, reconfiguration and external refurbishment and alterations – approved in July 2016; and,
- **Brazennose House (11805/FO/2016)** - Demolition of structures and development of a new office building with ground floor retail uses, basement car parking and public realm – approved in July 2016
- **123 Deansgate (110078/FO/2015/C1)** – Demolition of existing buildings on-site. Erection of a basement plus ground plus 11 storey office building with flexible retail units (Use Class A1, A2, A3, A4) at ground floor level, access and landscaping and associated works – approved in December 2015.

2.13 The above development pipeline represents a clear transformational change in a part of the City which has historically been subject to low levels of investment. The application site forms another part of this

transformation and consideration to the surrounding development context, in particular Lincoln Square and the redevelopment around Brazennose Street, has been a key consideration throughout the design and pre-application process.

Summary

- 2.14 Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. The site is located within the central CBD, within which a key priority of MCC is to encourage the supply of more Grade A floor space. The proposed development will therefore make a positive contribution towards achieving this key priority. Furthermore, the site will contribute towards a high quality and ambitious development pipeline which is transforming this part of the City and strengthening the links between Spinningfields, the Civic Quarter and key shopping areas.

3. The Site and its Surroundings

3.1 This section of the SPS provides a detailed description of the site's location, characteristics, and accessibility credentials. It provides a description of the site's current status and physical attributes.

The Site

3.2 Land bounded by John Dalton Street, Ridgefield, Bow Street and South King Street extends to approximately 0.13 hectares and is located at the heart of Manchester City Centre (Grid reference – **E** 383712/ **N** 398269). The site is located within the CBD and is approximately 200m west of the Town Hall and circa 70m east of Deansgate. A Site Location Plan (Drawing no. TIS-CPA-ZA-ZZ-DR-A-0126 Rev P5) is enclosed at **Appendix I**.

3.3 The site comprises a rectangular block of buildings bound by John Dalton Street to the south, South King Street to the north, Bow Street to the east and Ridgefield to the west. Three existing buildings are located within the site boundary (**Figure 1**) comprising:

- Old Colony House (25,968 sq ft), a vacant 7-storey building comprising office accommodation with a vacant former restaurant at ground floor level. The building fronts onto South King Street;
- 5 Ridgefield (11,748 sq ft), a 3-storey building comprising a former restaurant use at basement and ground floor level and vacant offices at first and second floors. The site fronts onto Ridgefield and Bow Street; and,
- Grange House (17,309 sq ft), a 6-storey building comprising ground floor retail/restaurant/office use with vacant upper floors formerly in office use. The building fronts onto John Dalton Street.

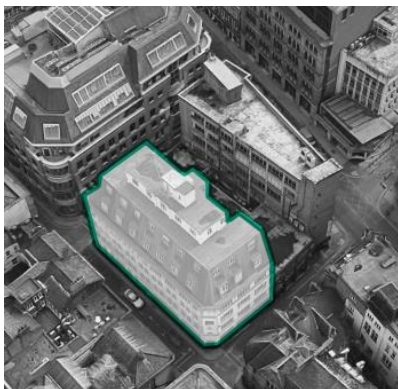
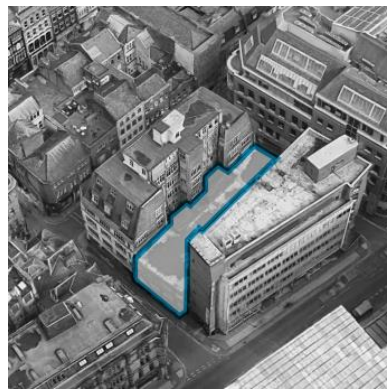


Figure 1: Old Colony House



5 Ridgefield



Grange House

- 3.4 The buildings vary in age and character but are considered no longer fit for purpose as modern-day office accommodation. A significant proportion of the accommodation is currently vacant and/or underutilised. The two remaining retailers occupying the building will be departing in June/July 2021.
- 3.5 Pedestrian access to the ground floor office and retail uses at the site are taken directly from the adjacent pavements on John Dalton Street, South King Street and Ridgefield. On the eastern side of the building along Bow Street there are a number of fire exits and an access to the servicing/parking area controlled via a roller door. No Public Rights of Way ('PRoW') cross the site.

Surrounding Area

- 3.6 The surrounding area comprises a mix of uses, including retail, leisure, residential and commercial development typical of the City Centre location.
- 3.7 The site is bounded to the north by South King Street, to the east by Bow Street, to the south by John Dalton Street and to the west by Ridgefield. The site is in close proximity to Albert Square and the Town Hall to the east, St Ann's church and square to the north, Lincoln Square and Spinningfields to the south.
- 3.8 The site sits with an emerging development context, which is set out in Chapter 2 of this SPS.

Designations

- 3.9 The site is located within the St Ann's Square Conservation Area and adjacent to the Albert Square Conservation Area. St. Ann's Square Conservation Area was the first designated by Manchester City Council in 1970. It is focused on an area laid out in the early 18th century which has become one of the most important public spaces in the city centre. The church of St Ann dominates the southern end of the Square. The Conservation Area comprises an eclectic mix of architectural styles, dating from the 18th century into the late-20th century. The Council's conservation area appraisal confirms the character of the designated area is defined by buildings of "*various styles*" which create, "*a rich tapestry of built form*". The buildings are not specifically mentioned in the conservation area appraisal.
- 3.10 None of the buildings contained within the site boundary are listed. However, there are several listed buildings within its immediate vicinity, including:
- 5-15, John Dalton Street, 105-113, Deansgate (Grade II)
 - Sawyer's Arms Public House (Grade II)
 - 95-103, Deansgate, 4-14, King Street, 1-5, South King Street (Grade II)

- No. 41, South King Street (Grade II)
- No. 28 King Street (Grade II)
- Warehouse Shop (Grade II)
- No. 48 King Street (Grade II)
- 56, King Street (Grade II)
- 62, King Street (Grade II)
- Eagle House (Grade II)
- 15 and 17 King Street (Grade II)
- 19, King Street (Grade II)
- Old Exchange (Grade II)
- 33, King Street (Grade II)
- Nos. 35 and 37 King Street (Grade II)
- Church of St. Ann (Grade I)
- Anglia House (Grade II)
- 1, Albert Square (Grade II)

3.11 There are no European statutory sites within 5 km of the site; no UK statutory or Ancient Woodland sites within 2 km of the site; and, no non-statutory sites within 1 km of the site. Additionally, the site is not located within 10 km of a statutory site designated for bats. However, the site is contained within the Site of Special Scientific Interest ('SSSI') Impact Risk Zone for the Rochdale Canal SSSI, which is located 5.9km to the north-east.

3.12 The site is located within Flood Zone 1 where a low probability of flooding is anticipated (less than 1 in 1,000 annual probability).

3.13 The site lies within Greater Manchester's Air Quality Management Area ('AQMA'), which was declared due to exceedances of the annual mean nitrogen dioxide (NO₂) objective.

3.14 The site is situated in a coal mining reporting area. However, it is not within a development high risk area. No mine entries are located within 2km of the site boundary, and coal outcrops and possible shallow coal workings are mapped in excess of 2.3km north-east of the site.

An Accessible Location

- 3.15 The site is located in an accessible location within the heart of the City Centre surrounded by an array of key amenities including bus stops, train stations and Metrolink stations. Residential areas such as Hulme, Brunswick and Ancoats are within a 2,000m catchment area of the site and therefore within the preferred maximum walking distance of the site (as specified within the Chartered Institution of Highways and Transportation guidance).
- 3.16 A number of pubs and restaurants, retail stores, a post office, cash machine and Sainsbury's local are within a 1-minute walk of the site. Additionally, St Peter's Square Metrolink Station is located within a 5-minute of the site, and Deansgate Railway Station within a 10-minute walk of the site. Therefore, the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips. Based on the site's location, proximity to local bus service, local Metrolink Stations and connectivity to local footways, walking can be considered to be a realistic method of travel for commuting trips, particularly as an alternative to private car trips.
- 3.17 Regarding cycle accessibility, off-site cycle parking is available adjacent to the site, comprising 10 Sheffield Parking Stands, which provide parking for up to 20 cycles. A review of cycle routes shows that there are six National Cycle Routes (NCR) within a 5km radius of the site, and therefore have the potential to be utilised by the site. Residential areas such as Salford, Ordsall, Failsforth and West Gorton are located within a 5km catchment area of the site and therefore have the potential for commuting by cycling to the site. Additionally, Manchester's recently proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the city by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport; walking and cycling. Manchester Northern/ Eastern Gateway infrastructure is being developed and will provide access to new eastern destinations by sustainable modes of travel.
- 3.18 In terms of public transport, the nearest bus stops are located 50m from the site on John Dalton Street and serves the 8, 12, 36, 37, 38 and 50 bus service. The bus stops benefit from the provision of a shelter, seating, litter bin and bus timetable information. Piccadilly Bus Station is also located approximately 750m from the site and provides regular frequent bus services to a range of destination across Greater Manchester and locations further afield such as Blackburn and Burnley. Additionally, there are free bus services around Manchester, which operate between the train stations and cover Manchester City Centre.
- 3.19 The nearest Metrolink Stations are located at St Peters Square which is located 420m from the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham); Yellow Line (Bury –

Piccadilly); Dark Blue Line (Manchester Airport – Victoria); Orange Line (Ashton-under-Lyne – Media City); Light Blue Line (Ashton-under-Lyne – Eccles); and the Purple Line (Altrincham – Piccadilly). The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

- 3.20 Deansgate Railway Station is located approximately 860m from the site, with Victoria Train Station located approximately 980m from the site. Both train stations provide regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Liverpool, Leeds, Birmingham and London.

Planning History

- 3.21 A search of MCC's online planning portal has been undertaken. The site has been the subject of numerous planning applications over the past 40 plus years, which have altered the buildings' use and external appearance. A number of applications for advertisement consent have also been approved.
- 3.22 The site sits within an important and prominent City Centre location which is currently undergoing significant change. Consequently, there are a number of development schemes located close to the application site which are relevant to this planning application and have been considered throughout the design process. A list of relevant developments are set out in Chapter 2 of this SPS.

Summary

- 3.23 The site extends to approximately 0.13 hectares and comprises a rectangular block of existing buildings (Old Colony House, 5 Ridgefield and Grange House) bound by John Dalton Street to the south, South King Street to the north, Bow Street to the east and Ridgefield to the west. None of the buildings within the site boundary are listed but the site is located within the St Ann's Square Conservation Area and there are listed buildings in close proximity.
- 3.24 The site is in an accessible city centre location which benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys. The site has been the subject of numerous applications for planning permission and advertisement consent over the years, and there are a number of development schemes located close to the application site which are relevant to, and have been considered as part of, the proposed development.

4. Pre-application Consultation

4.1 The Applicant has undertaken extensive pre-application consultation with MCC officers, Historic England and other key stakeholders prior to the submission of this planning application. A summary of the consultation is provided below:

- i. **Consultation with Key Stakeholders** – the Applicant has issued details of the proposals in April 2021 to the following elected members; Cllr Marcus Johns; Cllr William Jeavons and Cllr Joan Davies;
- ii. **Consultation with Historic England** – the Applicant submitted a pre-application enquiry to Historic England in July 2020. Written feedback was received from Historic England which influenced the design development and particularly the scale and massing of the building. Historic England were notified of the amended proposals in April 2021, prior of the submission of this planning application;
- iii. **Consultation with MCC Officers** – pre-application meetings were held with MCC’s planning department, David Brettell (Principal Planner) and Dave Roscoe (Development and Special Projects Officer) on 9 November 2020, 22 January 2021, 2 March 2021, and 29 March 2021. The project team has also consulted with technical officers including highways and environmental health; and,
- iv. **Consultation with the Community** – a leaflet notifying local businesses and residents of the proposals was circulated prior to the submission of this planning application.

Summary

4.2 The Applicant has sought to work proactively with MCC and Historic England through early pre-application discussions regarding the proposals. These discussions have informed the design development, particularly the scale and massing of the proposed building. The Applicant also issued details of the proposals to the elected ward members and notified local residents and businesses of this planning application. The scheme proposals have incorporated the feedback from officers, key stakeholders wherever possible, whilst ensuring that the proposed development is deliverable.

5. Proposed Development

- 5.1 This chapter describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The application proposals are described in detail in the accompanying DAS prepared by Cartwright Pickard, which should be read in conjunction with this SPS.

Description of Development

- 5.2 The planning application is submitted in full. The description of development is as follows:

'Demolition of the existing buildings and structures and the erection of a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, works to facilitate the pedestrianisation of the southern part of Ridgefield and other associated works.'

- 5.3 Details of the proposed development are described in the following sections.

Use and Amount

- 5.4 The proposal is for the demolition of the existing buildings on site and erection of a 10 storey plus basement office building with flexible commercial uses at ground and basement levels. The total gross internal floorspace of the development is 13,543sqm (GIA). The proposal also includes the pedestrianisation of the southern part of Ridgefield to create new public realm.
- 5.5 A schedule of the proposed accommodation is set out below:

Use	GIA (sqm)
<i>Office (Use Class E(g))</i>	
Basement	1,092
Ground Floor	1,200
First Floor	1,200
Second Floor	1,210
Third Floor	1,210
Fourth Floor	1,210
Fifth Floor	1,210

Use	GIA (sqm)
Sixth Floor	1,210
Seventh Floor	1,210
Eighth Floor	1,210
Ninth Floor	659
Total	12,621
<i>Amenity Space (rooftop garden)</i>	
Tenth Floor	19
<i>Flexible Use Class E</i>	
Unit A Basement	194
Unit A Ground Floor	476
Unit B Basement	N/A
Unit B Ground Floor	252
Total	922

Scale and Massing

- 5.6 The proposal is for a 10-storey building plus basement level. Given the sites prominence and historical context, the height of the building has been carefully considered and discussed with MCC planning officers and Historic England from the outset.
- 5.7 Notwithstanding that the site sits within an important regeneration area which is subject to ongoing transformation, the height and overall mass of the building is sensitive to its context and has been designed to be in accordance with the height datum of the Trinity building on the opposite side of John Dalton Street. As a result the proposed building is in keeping with the surrounding character.
- 5.8 A number of CGI views have been provided as part of the planning application including from Bridge Street, Albert's Square and St Ann's Square. Regarding the visibility of the proposed development from the surrounding streets/public realm, these views clearly demonstrate that from the more sensitive locations, such as St Ann's Square, there is limited visibility of the proposed building. The most visible views are those from Bridge Street and the top of John Dalton Street/Albert's Square where the building

will be read as a building of high quality design in the context of other buildings such as Trinity and the Qubic Hotel.

- 5.9 The proposed development will maximise the full footprint of the site. The defined two storey base will correspond with adjacent buildings and sit within the streetscape of John Dalton Street. The upper levels will be broken into two storey bands to provide vertical emphasis to the façade, mirroring some of the neighbouring historic buildings. The façades will be responsive to the building's orientation, with deeper façade to the south and shallower façade to the north.

Layout

- 5.10 The footprint of the building maximises the use of the site with rounded corners to mimic neighbouring buildings. The large curved glass corners on the north west, south west and south east corners will act as anchors, framing key views into and out of the building and creating activity. The design maximises the extent of active frontages at ground floor running anti-clockwise from the south east corner to the north west corner of the building, which are the prominent elevations around the site.
- 5.11 There are two flexible units (Use Class E) either side of the main office core and reception. These units will provide a lively, animated amenity space for the building and will in turn create much more active engagement with the surrounding streets and buildings. Both units A and B can be accessed from the main reception space. However, the units also have the benefit of their own separate entrances (Unit A onto Ridgefield and Unit B onto Bow St).
- 5.12 A rooftop amenity space is located at the tenth floor and can be accessed via an internal staircase and platform lift. Some of the plant for the building is located internally on the ninth floor so that it does not impact on the appearance of the roof. The remaining plant is within the basement.
- 5.13 The southern part of Ridgefield will be pedestrianised to create a more attractive and usable area of public realm. This is in keeping with the sections of Ridgefield further north, connecting other active ground floor uses along Ridgefield from Lincoln Square and Brazenose Street to the south and King Street/St Ann's to the north. This will further strengthen this pedestrian route and create a more welcoming and inviting public realm.
- 5.14 The following sections describe how the floorplates are laid out and accessed.

Basement

- 5.15 The primary access to the basement is via the lift/stair core. There is also a dedicated cycle stair/ramp accessed from Bow Street. The basement includes flexible commercial space (Use Class E) but is also the location for back of house and amenity provision for users of the office floorspace.
- 5.16 The majority of the plant is located in the basement so that the ground floor space and the amount of glazing is maximised. The basement also includes cycle storage accommodating 70 cycle spaces, with additional space and provision for electric bikes and maintenance. Directly adjacent to the cycle store are high quality changing facilities, lockers, and drying rooms. Extra provision has been provided for future expansion of the showers should further provision be needed. The space will be used for storage in the meantime. A laundry is provided within the changing areas to wash towels as part of the management service.
- 5.17 An amenity space has been included in the south west corner of the basement which could be used for a number of different functions and could operate as a standalone unit or potentially link to the flexible units at ground floor.

Ground Floor

- 5.18 The ground floor comprises two flexible commercial units (Use Class E) either side of the double height main office core and reception. It is intended for the ground floor space and uses to be fluid and open. Whilst both units could have their own dedicated entrances off Ridgefield and Bow Street and could operate independently, the aspiration is that these will be open to one another and help not only reanimate the surrounding streets but also to create a vibrant, dynamic reception space.
- 5.19 The larger of the two units sits along Ridgefield, which, when pedestrianised, will provide the opportunity for this unit to open out into the street with external seating, adding real vibrancy and creating a more inviting route for pedestrians to use. There is also good opportunity for service access to this unit along South King Street.
- 5.20 The smaller unit is directly adjacent the entrance and reception space but could operate independently with its own access on Bow Street. Careful manipulation of the external levels along the south east corner will provide level access to the unit.
- 5.21 The north west, south east and south west corners of the building have large panes of curved glass, which aid the flow of people around the building but also create feature windows into the ground floor spaces, providing a strong visual connection between inside and out.

- 5.22 Plant, waste and cycle access are all located in the least prominent, north east corner of the building. This also minimises the amount of 'non-active' frontage at ground floor and is also the most convenient for service access.

Upper Floors (Floors 1 – 8)

- 5.23 The office floorplate is based on a standard 1.5m space planning grid, to enable flexible internal arrangements, from open plan to a more cellular arrangement.
- 5.24 The layout will include the following principles:
- The workplace is designed for an occupancy level of 1:8 (environmental control) on all floors with 20% of floors to 1:6 for co-working tenants, 1:6m² for fire strategy and 1:10m² for wc provision (1:12 if considering absenteeism). Passenger lift design utilises BCO occupancy and performance requirements.
 - Maximise natural light to the east, west and south facades.
 - Meeting rooms and other cellular office spaces can be configured in 3m / 4.5m / 6m modules.
 - Cellular spaces are organised centrally around the core, where there is less natural daylight.
 - Brew points / print stations would be located near to the core.
 - Breakout spaces for informal meeting spaces are located where required
 - Curved corners offer opportunities for key feature spaces
- 5.25 In terms of the structural frame, there will be an almost column free internal office space. The only internal columns required are on GL6 to break the larger span to the south facade and on GL2 but these are co-ordinated within the WC enclosure. This solution provides ultimate flexibility, views across the floor and is generally considered to be more desirable to tenants.
- 5.26 The floorplate can also be split into two separate tenancies. This will require an additional lobby off the main core entrance to provide separate entrances to the two units. The space planning grid would also provide maximum flexibility should the building be required to change use in the future.

Floor 9

- 5.27 Floor 9 is split into two parts, comprising office accommodation to the south and external plant space to the north. Both stair cores continue up to serve floor 9 but only two of the lifts continue to this level (the firefighting lift and the goods lift) the other two lifts stop at floor 8. This is in line with the vertical transportation strategy and maximises space for MEP plant at floor 9.

- 5.28 The external plant is set behind the floor 9 facade. Every effort has been made in the design of the plant enclosure to keep all M&E kit below the facade parapet line so it will not be visible from street level. Plant access will be via two doors to the north of the core. From the plant deck level there will be ladder access up to roof level for access and maintenance purposes.

Appearance

- 5.29 A high-quality, crafted and robust palette of materials has been chosen, which will ensure that the proposed development will age gracefully. The facades of the building have been carefully considered as demonstrated by the detailed CGIs.
- 5.30 The proposed elevations illustrate the variation in window openings and the changing widths of brick piers, which create an asymmetry to the facade. The brick piers are all set out to flemish bond brick dimensions and are staggered about the structural grid.
- 5.31 Window mullions are set out on a 1500mm grid to allow for flexibility in the internal arrangement. Perforated/laser cut panels sit adjacent the windows to provide an opportunity for natural ventilation to the floors. The position of these panels alternates every two storeys to create further variation and asymmetry in the facade.
- 5.32 Each floor, on each elevation, will have a large picture window and a flush slot window to break up the repetition and add further interest to the facade.
- 5.33 At the upper floors tonal contrast will be created through textured Manchester red/orange blend brick with Flemish bond. Headers will be used to create curved corners/soldier course at every storey. Stepped sawtooth brickwork will be employed to the head of each two-storey opening which will reflect the beautifully crafted brick patterns prevalent to the area.
- 5.34 Varied aperture shapes and sizes are incorporated into the design moving up the building. The design also includes varied depth to windows with two brick deep reveals to the south, one brick reveals to the east and west and practically flush to the north, as part of integrated passive environmental measures.
- 5.35 At the base of the development, there are blackened/patinated steel clad columns with welded fin plates. The design includes decorative metal perforated/laser cut vent panels to the sides of the glazing and large apertures are included at ground level with two storey expression.

- 5.36 The proposed development includes the pedestrianisation of the southern part of Ridgefield and the making good of the surrounding pavements and kerb edges using finishes and materials to match the surrounding streets to create a holistic and harmonious flow.

Rooftop Amenity Space

- 5.37 The rooftop amenity space comprises an external terrace at the tenth floor of the building.
- 5.38 The firefighting stair continues up to serve level 10. A platform lift from the lobby on level 9 provides DDA access to the roof.
- 5.39 A south facing terrace set within a perimeter balustrade provides external amenity space for the building's users as part of the overarching health and wellbeing initiative as well as fantastic panoramic views across Manchester and beyond.
- 5.40 From within the plant deck at level 9 there are multiple ladders providing access to the roof for maintenance purposes. A galvanised open grille gantry runs from the north-east to the north-west around the perimeter of the roof. This provides a safe, unobstructed route to a series of davits around the perimeter for access to the facades.
- 5.41 To the south there is the roof of the office which incorporates a partial sedum blanket roof with ballast and paving where required. A continuation of the davit arms run around the south-east and south-west corners providing full access to the perimeter for maintenance.
- 5.42 Photovoltaics are also located around the roof to provide a source of on-site renewable energy.

Pedestrianisation of Ridgefield

- 5.43 Ridgefield is currently a single carriageway one-way road allowing vehicle movements from South King Street to John Dalton Street. Footways are located either side of the road, although these are narrower than elsewhere on the surrounding highway network. On-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders; however, there is a loading bay located adjacent to the site boundary.
- 5.44 The proposals seek to introduce full-time pedestrianisation of the southern part of Ridgefield to encourage more effective walking routes through the City and to enable the ground floor and basement commercial uses to utilise the space for seating. A plan of the proposed highway works is enclosed at **Appendix III** which has been agreed in principle with MCC Highways.

Access and Parking

- 5.45 No vehicular access into the site is proposed. This is supported by the site being highly accessible by sustainable modes of travel, particularly the excellent bus, tram and train services available throughout Manchester City Centre. Any car parking demand will be satisfied by the wide range of public car parks located within close proximity to the site. There are seven surface car parks and secure internal car parks located approximately 500m from the site, providing a total of 3,053 car parking spaces.
- 5.46 The primary pedestrian access into the building will be via John Dalton Street. Access to one of the ground floor flexible commercial units will be directly onto Ridgefield.
- 5.47 The site currently connects to a network of good quality pedestrian provision that benefits from drop kerbs and a good quality surfacing, providing sufficient access for all users, accounting for varying levels and types of disability, including visual impairment.
- 5.48 In terms of cycle parking, the scheme will deliver secure cycle parking within the basement of the building. The proposed 70 cycle parking spaces exceeds MCC's minimum standards of 1 space per 200sqm. To facilitate the safe movement of cycles to and from the basement, a bike rail will be provided on the stairs. Showers, changing rooms, lockers and drying rooms will also be provided within the proposed development.

Waste Management Strategy

- 5.49 Full details of the Waste Strategy are contained in Section 8.1 of the DAS submitted in support of this application. A completed waste pro-forma is enclosed at **Appendix IV**.
- 5.50 The commercial refuse store is internally located on the ground floor. Doors to the refuse store exit onto Bow Street on the east elevation via a set of 1300mm clear opening, level threshold doors. The refuse store is accessed internally by building users and externally by refuse collectors. Refuse collection is proposed twice weekly to keep stores small. Dropped kerbs to the pavement will aid the movement of bins to and from the store.
- 5.51 The commercial refuse provision has been calculated using the British Standards -BS5906:2005 Waste Management in Buildings – Codes of Practice. Office refuse provision will be segregated with a 50% provision for recycling and 50% general waste. Both general waste and recycling waste will be stored in 1100L Eurobins (1375x990x1370mm), with each requiring a 1575x1190mm footprint.

- 5.52 All the bins will be located in the same store for Council collection. Therefore, dragging distances for the 1100L Eurobins will be kept as short as possible with vehicle access on Bow Street. This can be achieved in less than the required maximum of 10m.
- 5.53 There will be a water point in the south east corner of the bin store for wash down facilities next to a trapped gully. The store will be naturally ventilated through external louvers onto Bow Street.
- 5.54 In summary, the refuse strategy accordance with the guidance document GD04 prepared by MCC. GD04 provides guidance on waste storage and collection for new developments within the City.

Summary

- 5.55 The proposed development comprises a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, in addition to works to facilitate the pedestrianisation of the southern part of Ridgefield. The proposed development has been designed with due regard given to the site's surroundings and the technical assessments undertaken by the Applicant's project team. Overall, the proposals will deliver a high-quality mixed-use development and considerable public realm improvements, which will make a positive contribution to the immediate and wider area.

6. Operating Statement

- 6.1 The proposed development will be managed and operated by Avison Young's Property Management team on behalf of the Applicant. The office accommodation will be multi-tenanted by office occupiers and will operate 24/7, being staffed between the hours of 8am and 6pm.
- 6.2 The main reception desk at the lobby to the offices on the first floor and above will be located in close proximity to the main entrance, which will allow reception staff to control those entering the building and accommodate visitors. Furthermore, there will be a video/audio intercom on the main entrance, which will enable staff to vet visitors to the building when the main reception is not staffed. All entrances will be dusk till dawn lit and will be monitored by CCTV. A monitored intruder alarm system will also be installed and remotely monitored at all times.
- 6.3 The proposed development will include a cycle parking area with changing and shower facilities. This will allow staff to securely store their bicycles whilst they are at work and to store personal items whilst showering. External access to the cycle store and changing rooms will be controlled by a swipe card or fob.
- 6.4 For staff/visitors wishing to access the building by car, there are seven surface car parks and secure internal car parks located within approximately 500m from the site, providing a total of 3,053 car parking spaces. Therefore, an adequate level of car parking provision is available off-site, which will ensure that the proposed development does not result in unregulated on-street parking. All visitors and staff will be actively encouraged to use sustainable means of travel.
- 6.5 Servicing and refuse access to the building will be located on Bow Street with a loading bay introduced on South King Street. Bins will be moved from the bin store and placed on the corner of Bow Street and South King Street on collection days. The proposed loading bay will replace two of the existing pay and display parking spaces on South King Street.

Summary

- 6.6 This section has demonstrated how the proposed development will operate and has detailed the servicing and refuse strategy for the site. The proposed office accommodation will operate 24/7 and will be staffed between the hours of 8am and 6pm. The security of the building has been fully considered and the proposed development will incorporate appropriate measures, such as CCTV and a monitored intruder alarm system. Secure cycle storage also forms part of the proposals and there are a number of car parks within close proximity to the site.

7. Relevant Planning Policy Framework

- 7.1 This section of the SPS sets out the key planning policies at the national and local level which are relevant to the determination of the planning application. The application proposals are evaluated in the context of the relevant policies identified in the later sections of the SPS.

The Development Plan

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan, unless material considerations indicate otherwise.
- 7.3 The relevant adopted Development Plan Documents for the area include:
- The 'saved' policies of the Manchester Unitary Development Plan (adopted July 1995); and
 - Manchester's Core Strategy 2012 – 2027 (adopted July 2012).
- 7.4 According to the adopted policies map, the site is located within the City Centre and Regional Centre and is contained within St. Ann's Square Conservation Area. The site falls within RC20 Area 6 Deansgate/St Mary's Gate/Cross Street/John Dalton Street, according to the UDP Map of City Centre Small Area Policies.

Manchester Core Strategy (2012)

- 7.5 The Core Strategy 2012 -2027 was adopted by MCC on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.

General Policies

- 7.6 **Policy SP 1 ('Spatial Principles')** provides the key spatial principles that will guide the strategic development of Manchester to 2027. The policy encourages the centre to be a focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Policy SP1 also encourages development to minimise emissions, and to reduce the need to travel by locating development close to jobs, services, education and open space.
- 7.7 **Policy EC 1 ('Employment and Economic Growth in Manchester')** 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).

This will comprise 140ha of offices (B1a); 25ha of research and development and industry (B1b, B1c and B2); and 35ha distribution and warehousing (B8). Manchester City Centre is identified as being a key location for growth, with a figure of 33ha stated.

- 7.8 **Policy EC 2 ('Existing Employment Space')** states that the Council will seek to retain and enhance existing employment space and sites.
- 7.9 **Policy EN 1 ('Design Principles and Strategic Character Areas')** sets out that the City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. The policy also sets out that developers will be expected to continue the rich pattern of activity. In maintaining the rich pattern of activity at an appropriate density, the development is considered to meet the objectives of this policy.
- 7.10 **Policy EN 3 ('Heritage')** sets out the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New development should be designed to support the Council in preserving the historic environment.

City Centre Policies

- 7.11 **Policy CC 1 ('Primary Economic Development Focus: City Centre and Fringe')** states 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 and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The policy also states that developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.
- 7.12 **Policy CC 6 ('City Centre High Density Development')** states that City Centre development will generally be high-density. Overall, the policy emphasises that high-density development will continue to be supported throughout the City Centre.
- 7.13 **Policy CC 8 ('Change and Renewal')** states that developments which make significant contributions to the City Centre's role in terms of employment will be supported, subject to the proposal's impact on key aspects of the City's heritage and character.

- 7.14 **Policy CC 9 ('Design and Heritage')** emphasises that the design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. 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. 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. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Saved Unitary Development Plan Policies (1995)

- 7.15 The following extant UDP policies are relevant to the proposal:
- 7.16 **Policy RC20 ('Small Area Proposals')** identifies the site within Area 6 Deansgate/St Mary's Gate/Cross Street/John Dalton Street'. The policy states that this area comprises primarily older property in generally good repair, with retail uses predominant at ground floor level. A substantial part of the area forms the St Ann's Square Conservation Area. Fine buildings and the lack of through traffic already offer valuable environmental qualities here encouraging both retailing and smaller office uses. None of the streets in the area are of fundamental importance in terms of through traffic. The primary need is to ensure the accessibility of the area for essential vehicles and at the same time move towards the creation of an attractive environment for pedestrians. This has already been achieved in King Street, St Ann's Square, Barton Arcade and Police Street and there is further scope for similar improvements in the area, particularly in Ridgefield. The objective will be to promote improvement in the physical appearance of the area by use of a floorspace treatment to define the whole of this area as one in which pedestrians should, in general, have priority, without this being achieved at the expense of accessibility.
- 7.17 **Policy DC18.1 ('Conservation Areas')** states that the Council will give particularly careful consideration to development proposals within Conservation Areas. The policy states that the Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the specific issues, such as the relationship of new structures to neighbouring buildings and spaces.
- 7.18 **Policy DC19.1 ('Listed Buildings')** states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general

setting. In giving effect to this policy, the Council will seek 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.

National Planning Policy Framework ('NPPF') (2019)

7.19 The revised National Planning Policy Framework ("NPPF") was published in July 2018, with a subsequent iteration published in February 2019. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.

7.20 **Paragraph 8** highlights that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives:

- **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.

7.21 **Paragraph 11** states that plans and decisions should apply a presumption in favour of sustainable development. 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:

- 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
- 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.

- 7.22 **Paragraph 38** states that LPAs should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- 7.23 **Paragraph 39** states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.
- 7.24 **Paragraph 47** emphasises that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 7.25 **Paragraph 80** states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 7.26 **Paragraph 108** states that for specific applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and location; safe and suitable access to the site can be achieved for all users; and any significant 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.
- 7.27 **Paragraph 109** states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 7.28 **Paragraph 117** states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 7.29 **Paragraph 124** stresses the importance of creating high quality buildings and places. Good design is highlighted to be a key aspect of sustainable development, creates better places to live and work, and helps make development acceptable to communities.
- 7.30 **Paragraph 127** states that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area for the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to the 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 live, work and visit;
 - 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,
 - 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.

Other Material Considerations

- 7.31 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:
- Supplementary Planning Documents;
 - The Manchester Strategy;
 - Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester;
 - Emerging Greater Manchester Spatial Framework ('GMSF'); and,

- Planning Practice Guidance (March 2014).

7.32 These are addressed in turn below.

Supplementary Planning Guidance

Guide to Development in Manchester (April 2007)

7.33 The Guide to Development in Manchester seeks to provide guidance which will help to develop and enhance an environment within Manchester that is visually attractive, has a unique and positive sense of place and that properly caters for the functions which it accommodates both now and in the future. The advice covers the following issues: design; accessibility; environmental standards; street hierarchy; parking guidelines; housing density; promotion of a safer environment; design for health; and, internal design principles.

The Manchester Strategy

7.34 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has being designed alongside the principles contained within this strategy. In particular, the proposed development will contribute positively to supporting a diverse and distinctive economy that creates jobs and opportunities and to creating well-designed office space, in line with the Manchester Strategy vision.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester

7.35 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

The Emerging GMSF

7.36 Until December 2020, a joint Development Plan Document ('DPD') of the ten Greater Manchester local authorities was being prepared, the GMSF. On 12th February 2021, following the withdrawal of Stockport Council from the production of the GMSF, the AGMA Executive Board considered the next steps in relation to that joint plan of the nine Greater Manchester districts, to be known as "Places for Everyone".

- 7.37 To oversee the new plan, a new joint committee will need to be established consisting of the remaining nine local authorities (Manchester, Bolton, Bury, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). The purpose of the Joint Committee will be to formulate and prepare the joint DPD. In the event that the draft joint DPD is considered to have substantially the same effect on the nine districts as the GMSF 2020, the next stage would be a consultation on a publication version of the joint DPD (Regulation 19 stage).

Planning Practice Guidance ('PPG') (introduced 2014)

- 7.38 Planning Practice Guidance ('PPG') was introduced in March 2014 and is regularly updated by the Government. The PPG replaced a considerable amount of former guidance comprising Planning Policy Guidance Notes and Planning Policy Statements.
- 7.39 The PPG (Paragraph: 001 Reference ID: 26-001-20191001) emphasises that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process. It is stated that where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Summary

- 7.40 The site is located within the City Centre and Regional Centre and within St. Ann's Square Conservation Area. This section has detailed the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site. The next section provides an assessment of the proposed development against the relevant policies of the adopted Development Plan for MCC and the NPPF (2019).

8. Planning Assessment

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

8.2 This section assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2019). The full suite of technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application. The key planning considerations are as follows:

- Principle of Office Development;
- Contribution to Wider Regeneration Objectives;
- Scale and Massing;
- Architectural Quality;
- Heritage and Conservation; and,
- Public Realm Improvements;

Principle of Development

Policy Context

8.3 As defined by the adopted policies map, the site is located within the City Centre and Regional Centre where the principle of high-quality office development and commercially led mixed use schemes is supported (Core Strategy policies CC 1, CC 7, CC 8 and EC 3). The proposals will support the delivery of economic growth in the City Centre by providing 12,640 (GIA) sqm of high quality, Grade A office space and 922 (GIA) sqm of flexible commercial floorspace in a highly sustainable location within the City Centre, attractive to businesses, employees and visitors in accordance with Core Strategy policies C1, CC 1, CC 2 and EC 1.

8.4 High-density development is actively encouraged within the City Centre, with emphasis placed on using land to maximise its efficiency and the more intensive use of employment land in terms of floorspace provided (Core Strategy policies CC 1 and CC 6). The proposed development will make efficient use of land, delivering a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, in accordance with local and national planning policy (Core Strategy policies CC 1 and CC6, and paragraph 117 of the NPPF (2019)).

- 8.5 In addition, whilst the majority of the buildings are now vacant, the site has previously been in use as offices with ground floor retail uses and is therefore an established employment generating space.
- 8.6 The proposals will transform a dated collection of buildings with limited visual appeal and poor public realm into an exemplar office development with activity, interest and high-quality design throughout in accordance with Core Strategy policies EC 1, EC 3, CC 1, CC 6, CC7, and CC8, and paragraphs 124 and 127 of the NPPF (2019).

Office Market Context

- 8.7 The following commentary has been prepared by Avison Young's Office Agency team.
- 8.8 Manchester has one of the largest office centres outside of central London with slightly in excess of 19.5 million sq ft of total floor space. This compares with Birmingham at 18 million sq ft and Leeds at 12.3 million sq ft. The market is predominantly in central Manchester but also encompasses those areas of the City of Salford that are adjacent or close to the river Irwell – in market terms there is minimal definition between the two cities due to the increasing level of quality commercial and residential development along the traditional boundary.
- 8.9 The City Centre office market can be divided into three sectors namely the prime core, outer CBD and emerging locations. Manchester's historic prime core office area is very tightly defined and is bounded by Market Street to the North, Deansgate and Mosley Street to the West and East and Princess Street to the South. Spinning fields has been developed over a 15-year period and has effectively created a new CBD for Manchester and opened up the part of Manchester city centre to the west of Deansgate and its interface with the city of Salford. St Peters Square has also seen significant office development in an environment where civic and commercial buildings sit side by side.

Demand

- 8.10 Office take up in central Manchester continues to outperform all other regional market places with 2020 taking the 5 year average to just above 1.3m square feet.
- 8.11 Manchester City Centre ended 2020 strongly in terms of office take-up with 349,543 sq ft being transacted in the final quarter resulting in total take up for the year of 800,188 sq ft across 146 deals. This was down 43% on the previous 5-year average of 1.4m sq ft, however still represents strong performance considering the challenges faced by the market over the course of the year. To put this into regional context Birmingham returned 528,000 sq ft, Leeds 335,000 sq ft and Glasgow 328,000 sq ft over the full year which illustrates the depth and resilience of the Manchester market even under the

most difficult of trading conditions and supports the view that a return to full form will be swift once the full effect of the vaccine roll out is felt.

8.12 A selection of prime Grade A transactions from 2020:

Property	Occupier	Size (sq ft)	Headline Rent (Per Sq Ft Per Annum)	Term
Ground, 2 nd and 3 rd Floors, Landmark	Hana	31,998	£36.00	10 year
11 th Floor, Landmark	Grant Thornton	13,219	£38.50	15 year with 11-year break
Part 11 th Floor, Two St Peter's Square	Cazenove Capital	3,795	£35.00	7 years
4 New Bailey Square, Salford	BT	175,592	£28.00	20 years
17th Floor, No.1 Spinningfields	Fieldfisher	11,342	£37.50	10 year with 5-year break
Part 4th Floor, 3 Hardman Square	Isio	9,183	£34.50	10 year with break at 5
Part 11th Floor, Chancery Place	Palatine	5,509	£37.50	10 year with break at 5

8.13 These completed larger prime transactions in buildings and locations comparable to the application site, whilst lower in numbers than previous years do support the view that there will be a flight to quality in the market place and that we may not see any downward pressure on headline rental levels as a result of the pandemic. Interestingly both Fieldfisher, Grant Thornton and BT committed to approximately 20 to 30% less space than their original pre-Covid requirements suggested. This is anticipated to be a continuing trend as occupiers implement their agile/hybrid working strategies.

Supply

8.14 Across Manchester City Centre there is a total of 624,960 sq. ft of modern built and available Grade A office space on offer. With average annual Grade A take-up of approximately 475,000 sq ft this equates to some 1.3 years of supply,

- 8.15 With exception of Landmark, all of the key schemes available now are located within the central marketplace but in non-prime locations with pricing discounted to reflect the inferior geographical location. Availability at these schemes include 62,765 sq ft at Two New Bailey Square, 167,405 sq ft at 100 Embankment, 14,000 sq ft at Number 8 First Street; 164,340 sq ft at Circle Square (No.1 & No.2), where there is rumoured to be strong interest in 60,000 sq ft and 105,794 sq ft at 101 Embankment (space available by way of a sub-lease from Swinton Insurance).
- 8.16 Throughout 2021 and 2022, there is 804,219 sq ft of new build space available/being delivered. Based on the average annual Grade A take-up being 400,000 sq ft, it is anticipated that all of this available stock will be absorbed in the next 2.25 years. Only 289,915 sq ft will be located in the prime CBD at Landmark, 11 York Street and The Lincoln, with the balance available in schemes in non-prime edge of city locations.

Covid -19

- 8.17 The pandemic has created a seminal moment in the occupation of office space. The vast swathes of staff working successfully from home will accelerate the agile working agenda and will dramatically influence decisions on how much office space is required in the future, how that space performs and on what terms it is secured upon.
- 8.18 The net result of this may well be a reduction in the amount of space taken by certain occupiers but with a likely gravitation towards well designed, well located and well specified office with higher rents being paid for the right options. It is absolutely clear though that even under revised working dynamics there will remain a need for physical workspace, such as the application site, to support business and personal development, collaboration and ultimately culture.
- 8.19 The proposals will offer well designed, well located and flexible workspace of high quality which is an increasingly attractive product. The proposals also have a focus on staff well-being through the sustainable construction of the building and inclusion of an amenity rooftop area and flexible commercial uses at ground and basement levels which can be utilised by future occupiers. The proposals will address and provide additional choice and much needed flexible Grade A stock, which will appeal to quality occupiers who are prepared to commit to the building to meet their short, medium- and long-term aspirations. Therefore, the proposed development accords with Core Strategy policies EC 1 and CC 1, and paragraphs 80 and 127 of the NPPF (2019).

Contribution to Wider Regeneration Objectives

- 8.20 Regeneration is an important planning consideration and one of MCC's stated priorities for ensuring continued economic growth is ensuring the continued social, economic and environmental regeneration of the City (Policy EC 1). Over the past fifteen years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, Manchester Central, the North Quarter, the Civic Quarter and Castlefield. Chapter 2 of this SPS sets out the regeneration context relevant to the application site.
- 8.21 The site forms part of a wider area located between Spinningfields and the Civic Quarter. This part of the City has recently attracted a pipeline of new developments and public realm improvements. The improvements to the built environment and in particular the public realm at Lincoln Square and Brazennose Street are high quality and will create an attractive area to work and socialise. This site forms part of that area and is one of the remaining 'blocks' to be subject to redevelopment / regeneration. The regeneration that is taking place around the site has formed the basis for the proposals and has been fully considered through the design.
- 8.22 The proposal comprises a modern, flexible Grade A office development designed specifically to meet market demand and contribute towards the ongoing regeneration of John Dalton Street and the surrounding area. The proposed development complements other developments in the vicinity such as Brazennose House, Heron House, St James's House, Commercial Union House and 123 Deansgate.
- 8.23 The proposals will create in excess of 12,000 sqm of flexible Grade A office accommodation and flexible commercial floorspace which will be attractive to a range of occupiers and key growth sector and could deliver in excess of 700 new FTE jobs. The proposals will therefore make a significant contribution to the City Centre economy.
- 8.24 In addition to the wider economic benefits delivered as a result of supporting office growth in the City centre, the proposed scheme will support further job creation during the construction phase of development which are estimated to be more than 80 FTE jobs based on an approximate construction period of 2.5 years. An additional 60 FTE indirect and induced jobs could also be created. The construction job creation, based on FTE's, could result in circa £70,000 temporary workforce expenditure over the construction period.
- 8.25 In November 2020, MCC published its *'Powering Recovery - Manchester's Recovery and Investment Plan'*⁴ ('Economic Recovery and Investment Plan'), which sets out what Manchester is doing to respond to the

⁴ Powering Recovery – Manchester's Economic Recovery and Investment Plan, 2020, https://www.manchester.gov.uk/downloads/download/7313/powering_recovery_manchester_s_recovery_and_investment_plan

COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities in the city's economy. The Economic Recovery and Investment Plan refers to the joint public and private initiative at Lincoln Square/Brazennose Street, stating that,

"Investing in the heart of the city centre, around Lincoln Square and Albert Square, the Medieval Quarter, Factory Public Realm and Piccadilly Gardens will provide a critical mass, linking key routes and spaces across the city centre and driving business confidence."

- 8.26 The proposed pedestrianisation of the southern part of Ridgefield, which at present functions as a service road, will significantly improve and reactivate the existing streetscene, whilst creating an important link to retail and business around St Ann's Square in the north to the emerging Lincoln Square / Brazennose public realm improvements to the south.
- 8.27 Overall, the proposed development will deliver a modern, flexible Grade A office development, which will meet market demand and contribute positively to the continued social, economic and environmental regeneration of the City, in accordance with Core Strategy Policy EC 1. The proposal will also result in considerable improvements to the existing public realm through the proposed pedestrianisation of the southern part of Ridgefield, creating an attractive environment for pedestrians (Saved UDP Policy RC20 (Area 6)).

Scale and Massing

- 8.28 Core Strategy policies DM1 and CC6 seek to ensure that developments are of an appropriate scale and massing having regard to the character of the surrounding area. The proposed development has been carefully designed in terms of its scale and massing in order to respond to the surrounding context of John Dalton Street and beyond.
- 8.29 The proposed height of the development (10 storeys) aligns with the height datum of the Trinity building on the opposite side of John Dalton Street and should be considered in the context of the surrounding townscape, including developments on Deansgate, Brazennose Street and Spinningfields. The height of the building has been developed to have minimal impact on key views from Albert's Square to the east and St Ann's Church and Square to the north.
- 8.30 The defined two storey base of the proposed development will correspond with adjacent buildings and sit within the streetscape of John Dalton Street, and the asymmetry of the design breaks up the ordered rhythm and mass of the building, introducing different scales which add layers of interest and intrigue.
- 8.31 Consequently, the proposed development will: be of a scale and mass that is appropriate to the site's context and sympathetic to the surrounding built environment; align with the height of the Trinity

building on the opposite side of John Dalton Street; and, have a minimal impact on key views within the City Centre, in accordance with policies DM1 and CC6 of the Core Strategy and paragraph 127 of the NPPF (2019).

Architectural Quality

- 8.32 Good design is emphasised to be a key aspect of sustainable development within national and local planning policy (NPPF paragraphs 124 and 127, and policies CC 9, EN 1 of the Core Strategy).
- 8.33 The proposed development will be an exemplar building made from high quality materials, craft and workmanship that aims to become a landmark building, leading the development of future office buildings in the City. Whilst modern and contemporary in appearance, the building will be sympathetic to its context and celebrate local heritage. The design will be low-carbon and environmentally responsible, with health and wellbeing at its core. Permeable both physically and visually at ground and basement level, the mix of uses and activity will create a sense of energy on entering the building.
- 8.34 The ground floor will reanimate John Dalton Street with large glazed openings that will allow glimpses of different uses taking place inside the building. The pedestrianisation of Ridgefield will create a more welcoming pedestrian-friendly approach to the building and allow the building's ground floor uses to spill out onto and enliven the street edge. It will also have a positive impact on the wider context by creating a better pedestrian link between Lincoln Square to the south and St Ann's to the north.
- 8.35 The proposed development has been informed by the surrounding built environment, which provided inspiration for key aspects of the design, such as the curved corners and brick detailing. The curved corners are designed to improve movement at ground level and create a feature of the building. The design also includes the 'Tripartite' arrangement, which is common in Manchester and creates a strong, distinct base, a middle and a top.
- 8.36 An environmentally responsive approach has been undertaken regarding the façades of the proposed development. The envelope of the building is approximately 40% glass, and passive solar measures, including deeper reveals to the south, reduced depth to the east and west, and a flush façade to the north have been incorporated into the design, which will shade the south where the sun is at its strongest and will encourage more light into the building along the northern elevation which receives less daylight.
- 8.37 The middle of the building is broken into two-storey bands to emphasise the verticality of the façade. Window apertures change positions and sizes as you move up the building. This variation is apparent in a number of historic buildings within the Conservation Area, and the asymmetry this creates breaks

up the ordered rhythm/mass, introducing different scales which add layers of interest and intrigue, creating a more memorable facade. The top is recessed inboard and built from lighter, more reflective materials. It is crafted and detailed to create an embellishment to the 'crown' of the building, in much the same way as the surrounding historic buildings.

- 8.38 Overall, the proposed development will deliver an exemplar building, which will enhance the appearance and use of the City Centre, and contribute positively to the experience of all at street level, in accordance with Core Strategy policies CC 9 and EN 1, and paragraphs 124 and 127 of the NPPF (2019).

Heritage and Conservation

- 8.39 A Heritage Statement has been prepared by Stephen Levrant Heritage Architecture Ltd, which assesses the residual heritage interest of the existing site and evaluates the direct and indirect heritage impact of the proposals. In accordance with paragraph 189 of the NPPF (2019), the Heritage Statement describes the significance of the any heritage assets affected, including any contribution made by their setting.

Demolition of Existing Buildings

- 8.40 The existing site comprises three buildings; Old Colony House, 5 Ridgefield and Grange House. None of the buildings are listed however the site is located within the St. Ann's Square Conservation Area and is adjacent to the Albert's Square Conservation Area. The proposals include complete demolition of the three buildings.
- 8.41 Old Colony House was constructed in the early 1920s to the design of Charles Swain. The building originally comprised high-end shopping units to the ground floor, complete with bronze shopfronts at the South King Street Elevation. Other than the remains of the central stair core, and some original windows, the interior of the building does not contain any fixtures or fittings of notable special interest. Alternations have also extended to the exterior of the building, which has originally comprised bronze shop fronts characterising the ground floor shop fronts. Whilst the positioning of entrances and windows etc. remain, these too have been largely altered and their character eroded. Although it is considered that the building does not the statutory criteria for listing it is of good quality and contributes to the streetscape of King Street South. Consequently, it is considered to be a minor positive contributor to the character and appearance of the St. Ann's Square Conservation Area.
- 8.42 Pre-application engagement was undertaken with Historic England to discuss the demolition of Old Colony House and in advice received in July 2020 Historic England confirmed that they would have no

objection to the demolition of the existing buildings, or to the erection of a replacement building. Historic England agreed that Old Colony House has been heavily altered and compromised and is therefore only of minor heritage significance.

- 8.43 Grange House was built in c.1960 by an unknown architect/designer. Given the building is not by a named architect, is of standard design and construction for its date and because it has been substantially altered it is not considered to yield any heritage interest and is not a positive contributor towards the St. Ann's Conservation Area.
- 8.44 Ridgefield House was built in c.1970's, the building is not of note and is not considered to yield any heritage value. The demolition of Grange House and Ridgefield is justifiable in heritage terms, as the buildings demonstrably convey no architectural or historical interest.
- 8.45 As set out above, the demolition of the existing buildings; Old Colony House, Grange House and Ridgefield House is justifiable in heritage terms and would result in a minor adverse impact, a conclusion which is supported by Historic England.

Visual Impact Assessment

- 8.46 A visual impact assessment has been prepared in accordance with the revised Historic England guidance. The viewpoints were agreed with MCC planning officers prior to the preparation of the assessment. Viewpoints were taken from Bridge Street, Ridgefield, Cross Street/Princess Street, St Ann's Square, west end of Bridge Street, Deansgate/King Street and Cross Street/King Street. Table 7 of the Heritage summarises the perceived indirect visual impact upon the nearby heritage assets.
- 8.47 The proposals have been demonstrated to result in two instances of minor beneficial visual impact, one of minor to negligible beneficial, 8 of negligible beneficial and nine instances of neutral impact. Overall, the proposals will enhance the settings of the collection of listed buildings in the immediate area, to a negligible extent. In particular the development will active and enhance the current underutilised Ridgefield, Bow Street and South King Street and the pedestrian environment around John Dalton Street.
- 8.48 The design of the proposed development is appropriately innovative and contemporary whilst ensuring it aligns with the existing streetscape context. The proposed development is also demonstrably sympathetic to local character of the area, including the surrounding built environment (NPPF paragraph 127, point c). The proposed development will herald further investment in this part of Manchester and establish a strong sense of place, which is currently underutilised. The proposals will clearly make a positive contribution to the vitality of this part of the city centre and therefore enhance

the character and distinctiveness of the setting of the adjacent listed buildings and the St. Ann's Square Conservation Area.

- 8.49 Consequently, proposed development is demonstrably consistent with national and local policy requirements for new development to make a positive contribution to local character and distinctiveness and will result in an overall beneficial impact upon the historic environment in accordance with the requirements of the NPPF paragraph 192.

Public Realm Improvements

- 8.50 Ridgefield is currently an underutilised service road adjacent to the western edge of the site and is an unattractive environment for pedestrians making it difficult to provide walking links from John Dalton Street to St Ann's Square and the emerging Lincoln Square/Brazennose Street.
- 8.51 The proposed development seeks to pedestrianise the southern part of Ridgefield to create a better address to the entrance and activate the surrounding streets. The proposed pedestrianisation will enable the route to become a more enlivened thoroughfare linking retail and business around St Ann's Square in the north to the emerging Lincoln Square / Brazennose public realm improvements to the south. The pedestrianisation of the southern part of Ridgefield adjacent to the proposed office building will also enable the ground floor flexible commercial units to utilise the public realm for areas of seating and to create a more attractive and safe environment.
- 8.52 The key role that the development of high-quality public realm has played in the regeneration of the City Centre is recognised in MCC's Core Strategy (paragraph 8.45) and the area which surrounding the site including Brazennose Street and Lincoln Square is an example of how this works successfully. The Economic Recovery and Investment Plan places further emphasis on investing in and improving the City's public realm, and promotes the benefits that come from public realm, including "attracting businesses, attracting visitors, improving productivity, increasing land/property values, increasing tourism, promoting pedestrian linkages, and an enhanced image"⁵. Additionally, saved UDP Policy RC20 emphasises that there is a need to move towards the creation of an attractive environment for pedestrians within the Deansgate/St Mary's Gate/Cross Street/John Dalton Street' area (Area 6), with scope for such improvements particularly in Ridgefield.
- 8.53 Overall, the proposals will result in high-quality and effective public realm improvements to Ridgefield, which will improve the pedestrian environment, animate this area of the City Centre, create a sense of

⁵ Powering Recovery – Manchester's Economic Recovery and Investment Plan, 2020, https://www.manchester.gov.uk/downloads/download/7313/powering_recovery_manchester_s_recovery_and_investment_plan, p.26

place and improve security, in accordance with policies CC 7 and T 1 of MCC's Core Strategy, saved UDP Policy RC20 (Area 6), the objectives of the Economic Recovery and Investment Plan and paragraph 110 of the NPPF (2019).

Summary

- 8.54 In summary, the principle of the proposed development accords fully with the adopted Development Plan and current national planning policy, being high-quality, high-density development within a City Centre location, with a history of accommodating a mix of uses. Furthermore, the proposed development will make a positive contribution to MCC's regeneration objectives and is acceptable in terms of design; heritage and Conservation Area impact; and, public realm and amenity.

9. Technical Considerations

- 9.1 This section of the Statement summarises the technical considerations that have been addressed as part of this planning application.

Air Quality

- 9.2 An Air Quality Assessment Report has been prepared by Cundall.
- 9.3 The proposed redevelopment lies within Greater Manchester's Air Quality Management Area ('AQMA'), which was declared due to exceedances of the annual mean nitrogen dioxide (NO₂) objective. Existing conditions within the study area indicate that there is potential for nitrogen dioxide (NO₂) concentrations in the wider area to exceed the European Limit Value and National Air Quality Objective threshold levels. The methodology for the assessment has been agreed with the Environmental Health team at MCC. In setting the scope of assessment, consideration has been made of the potential for impacts to occur during both the construction and operation phases of the development, and the exposure of future occupants of the site to air pollution.
- 9.4 A construction dust impact assessment was undertaken in accordance with Institute of Air Quality Management ('IAQM') guidance. With appropriate mitigation measures implemented for all dust generating activities, it is anticipated that the dust generation and harmful emissions from construction site activities will not be significant.
- 9.5 Operation phase impacts are expected to be is likely to be negligible. No car parking is included within the development proposals, so operational traffic is anticipated to limited to delivery vehicles and taxis. Cycle parking and welfare facilities are included within the proposed development to encourage sustainable travel. The area is well used by pedestrians and is located a short walk from Metrolink stops.
- 9.6 Energy requirements for the development will be provided by electricity, via the new substation to be installed within the building. There will be diesel standby generator for emergency use for the office floors, located at roof level (36m). Space has been allocated for a similar standby for the tenant, at ground floor level, with flue at high level ground floor on the centre of the eastern façade. Each generator is anticipated to each operate a total of 26 hours per year (associated with 30-minute weekly testing. The nitrogen dioxide (NO₂) process contributions for the generators are well below the long-term and short-term criteria, indicating that the NO₂ emissions are unlikely to give rise to significant impacts. Dispersion modelling has therefore not been carried out.

- 9.7 It is anticipated that the impact of the operation phase on future office users is likely to be negligible, and therefore no mitigation measures are required. Opening louvers are to be provided to all floors to allow natural ventilation to the office space. There is potential for slight exceedances of annual mean NO₂ concentrations at building facades at ground floor level, and in particular on the southern façade, John Dalton Street, A34. The detailed ventilation strategy for the flexible ground floor and basement commercial space would need to be agreed by the tenant. A planning condition could be agreed with MCC relating to the detailed specification of the ventilation strategy.
- 9.8 Overall, it was concluded that with the provision of appropriate mitigation measures, construction activities and operation impacts will have no significant effects on local air quality. The proposals are therefore compliant with Policy EN 16 of the Core Strategy and paragraphs 127 and 180 of the NPPF (2019).

Archaeology

- 9.9 An Archaeological Desk Based Assessment has been undertaken by Orion Heritage, which draws together the available archaeological, historic, topographic and land use information to clarify the heritage significance and archaeological potential of the site.
- 9.10 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, based on the available evidence, the site has a moderate/low potential for remains of all archaeological periods which pre-date the Post-Medieval period.
- 9.11 It is possible that there may be below-ground archaeological remains associated with 17th and 18th century buildings on the site which relate to the age of Manchester's early industrial expansion. However, the construction of buildings in the 18th and 19th centuries followed by bomb damage during World War II which affected at least part of the site, and then subsequent modern development in the 1950s will have had below-ground impacts. As such, any evidence that pre-dates this time may have been subject to either truncation or been destroyed. A moderate/low potential for Post-Medieval remains within parts of the site which have not been subject to previous ground disturbance is therefore identified.
- 9.12 No evidence has been encountered which suggests that remains of national importance are likely to be present on the site and thus that its development would be unacceptable or severely constrained.
- 9.13 In light of the limited archaeological potential of much of the site, it is considered that any additional archaeological work could be undertaken as post permission works by the imposition of an appropriate

planning condition. On this basis, it is clear that the impact of the proposed development on non-designated and designated heritage assets could be adequately mitigated. It therefore accords with the requirements in paragraphs 193-197 of the NPPF (2019), Policy EN3 of the Core Strategy, and 'saved' Policy DC20.1 of the UDP.

- 9.14 Discussions have been had with the Greater Manchester Archaeology Advisory Service ('GMAAS') regarding the works required to discharge any archaeological condition placed upon the development. A Written Scheme of Investigation ('WSI') has been prepared by Orion Heritage, which sets out that the archaeological work would comprise an archaeological watching brief on all below ground works associated with the development.

Crime Impact

- 9.15 A Crime Impact Statement has been prepared by Greater Manchester Police ('GMP') Design for Security.
- 9.16 The following features of the proposed development are stated to make a positive contribution to the prevention of and fear of crime:
- The main reception desk at the lobby to the offices on first floor and above will be located in close proximity to the main entrance, allowing reception staff to vet those entering the building and accommodate visitors.
 - The ground floor plans indicate that access into the main circulation core will be restricted with turnstiles/speed gates, preventing members gaining further access into the building.
 - The main entrance is positioned on John Dalton Street which experiences high levels of footfall during the day and in the evening – allowing for passive surveillance opportunities of the building.
 - The ground floor units will provide an active frontage to the building at ground floor level and does not have large expanses of blank facades at ground floor. The existing building has been defaced in a number of places where there are blank facades and there is a lack of activity both on the existing building and surrounding buildings.
 - There will be a large cycle parking area with changing and shower facilities. This will allow staff to securely store their bicycles whilst they are at work where they are unlikely to be targeted by thieves. Staff will be able to store personal items whilst showering - reducing the potential for opportunist thefts.
- 9.17 The Statement also makes a series of recommendations in relation to the proposed scheme and provides a checklist for the scheme to achieve Secured by Design accreditation.

- 9.18 Overall, the proposed development has been designed to be safe and secure for prospective users and has incorporated the measures recommended by GMP to contribute to the prevention of and fear of crime, in accordance with Core Strategy Policy DM 1 and paragraph 127 of the NPPF (2019).

Daylight and Sunlight

- 9.19 A Daylight and Sunlight Amenity report has been prepared by Avison Young to advise as to the potential daylight and sunlight amenity issues to the relevant neighbouring residential properties arising from the proposed development works.
- 9.20 The following neighbouring properties have been identified as ones which include residential accommodation: 12-14 King Street (upper floors), and 23 South King Street (upper floors). These properties include areas of accommodation that face within 90 degrees due south and therefore benefit from direct sunlight. Daylight and Sunlight Analyses have been prepared to determine the daylight and sunlight amenity impact to the relevant areas in these properties.
- 9.21 The upper floors of 12-14 King Street have been adapted to provide residential accommodation. The upper floor areas closest to, and likely to be impacted by the proposed development works have been assessed. 23 South King Street forms part, and is the closest element to the application site, of 23-35 South King Street the upper floors of which have recently been converted to residential use. Two town house style units each comprising three levels of accommodation have been created in this property.
- 9.22 The results from the various daylight analyses show that any daylight amenity impact to the relevant areas in 12-14 King Street will be of a minimal nature and of little or no practical significance. Any daylight amenity impact to the relevant areas in 23 South King Street will also be of a minor nature with reductions in Vertical Sky Component ('VSC') and Daylight Distribution ('DD') levels again being of limited practical significance.
- 9.23 The sunlight analysis results show that any Annual Probable Sunlight Hours ('APSH') impacts from the proposed development will be of limited practical significance. The results for 12 King Street show that some 57% of the relevant areas are served by windows that will retain at least 25% APSH with the remaining areas being served by windows that show retained APSH levels that are both in excess of existing APSH levels in the locality and levels that typically arise in a city centre environment. The sunlight analysis results for 23 South King Street demonstrate that, whilst there will be sunlight amenity impacts from the proposed development, four of the six areas impacted are bedrooms where sunlight amenity is of less significance and the two remaining lounge/kitchen/dining areas are served by windows that will retain APSH levels of 23% and 24% respectively which are very close the 25% total APSH target set down in the BRE Guide.

- 9.24 In conclusion, based on the results from the daylight and sunlight analyses, the proposed development works will reduce levels of daylight and sunlight to areas in the neighbouring properties identified, with the daylight and sunlight reductions likely to be potentially noticeable to the occupants but of limited practical significance. The daylight/sunlight reductions will be at levels which are not considered to be either unacceptable or without precedent and the relevant neighbouring properties will retain daylight and sunlight levels that are in excess of daylight and sunlight levels that have been previously accepted and established elsewhere in the city centre.
- 9.25 Therefore, the proposed development has been designed with due regard given to the effects on amenity, including light, noise and air quality, and, thus, accords fully with Core Strategy Policy DM 1, Saved Policy DC26.1 of the UDP and paragraphs 127, 180 and 181 of the NPPF (2019).

Ecology

- 9.26 A Preliminary Ecological Appraisal ('PEA') and Preliminary Bat Roost Assessment have been undertaken at the site by Middlemarch Environmental.
- 9.27 In terms of nature conservation sites, the desk study exercise identified no European statutory sites within 5 km of the survey area, no UK statutory or Ancient Woodland sites within 2 km and no non-statutory sites within 1 km. Additionally, the site is not located within 10 km of a statutory site designated for bats. A number of records of protected/notable species were identified within a 1km radius of the site, including badger, black redstart, brown long-eared bat, cinnabar moth, common pipistrelle, grass-wrack pondweed, hedgehog and song thrush.
- 9.28 Although the site does fall within the SSSI Impact Risk Zone for the Rochdale Canal, the proposed works do not fall within any of the highlighted risk categories for the site and so SSSI Impact Risk Zones are not a notable consideration.
- 9.29 Regarding habitats, the site and buildings were considered to be of low ecological value. The buildings were considered to have low potential for nesting birds and no bird species or evidence of nesting was identified within the areas which were able to be accessed during this survey and the previous Preliminary Bat Roost Assessment survey, which is likely to be down to the site's urban location.
- 9.30 However, some of the ledges around the high-rise buildings in particular have the potential to support nesting birds, particularly now that the buildings are unoccupied and are likely to be subject to less day-to-day disturbance. Therefore, given the presence of suitable features, including ledges, the potential risk of nesting birds colonising the site in the interim period cannot be discounted, and a recommendation regarding the timing of building clearance has been made in the PEA.

- 9.31 The PEA concludes that Great Crested Newts and protected plant species are not notable considerations in terms of the proposed development. Although no terrestrial mammals were identified on site during the field survey and the habitats on site were considered to be of negligible value to this species group, the PEA makes a precautionary recommendation regarding mammal entrapment. Dormouse, reptiles, otter, water vole and white-clawed crayfish are not considered to be material considerations owing to the lack of desk study records and/or absence of suitable habitats within the development site and its surroundings.
- 9.32 No invasive plant species were recorded within the desk study or on site during the field survey, and as such, they are not a notable consideration.
- 9.33 With regard to the Preliminary Bat Roost Assessment, all three buildings (Old Colony House, 5 Ridgefield and Grange House) were found to be in good condition with very few potential roost features present either internally or externally and no obvious access points from the outside to internal areas. The buildings were considered to be of negligible value to roosting bats. The updated assessment on 17th February 2021 confirmed that there had been no significant changes to the buildings.
- 9.34 Overall, the site and buildings were considered to be of low ecological value. The proposed development will incorporate bird nesting features, such as swift boxes, in line with the recommendation made within the PEA. Therefore, the proposed development will accord with Core Strategy Policy DM 1 and paragraph 175 of the NPPF (2019).

Environmental Standards, Energy and Sustainability

- 9.35 An Environmental Standards Statement has been prepared by Watt Energy, which details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy to meet the policy requirements and Council targets whilst reducing its overall environmental impact. An Energy and Sustainability Statement has also been prepared by Cundall, which demonstrates how the proposed development meets the relevant energy and climate change requirements.
- 9.36 The methodology and calculations for the Environmental Standards Statement are consistent with the MCC Appendix A EN6 Energy Target Explanation, and any figures of predicted Energy Usage and CO₂ reductions are quoted from the Energy and Sustainability Statement prepared by Cundall.
- 9.37 In accordance with MCC's relevant planning documents and policies, the development is required to achieve a 9% reduction in carbon emissions over Part L 2013 of the Building Regulations, equivalent to a 15% reduction in carbon emissions over Part L 2010.

- 9.38 The proposed development has been designed with a fabric first approach; with U-values, design air permeability and building services efficiencies all significantly exceeding Building Regulations Part L 2013 standards. This approach demonstrates a holistic low energy design concept, involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development. Furthermore, a low and zero carbon ('LZC') feasibility assessment was carried out, with all viable technologies investigated for their suitability to the site and development.
- 9.39 The chosen technologies are a solar photovoltaic (PV) array and air source heat pump system for domestic hot water and heating/cooling. The combined predicted carbon emissions savings of these two LZC technologies is 15%. The development will also be adapting to climate change by incorporating sustainable drainage measures, protecting existing ecology, enhancing biodiversity where possible and providing cycle storage provision.
- 9.40 In addition to following the energy hierarchy through the efficient design and renewable technology measures mentioned and meeting all relevant MCC carbon targets, the proposal will also include a large number of sustainability measures throughout construction and once completed, which will contribute significantly to the development's sustainability performance and accord with the requirements of the NPPF (2019). The key measures to be included and therefore can be taken from the Environmental Standards Statement include: the development will incorporate green infrastructure in the form of a green roof that will instil a sense of wellbeing whilst also assisting with offsetting carbon dioxide and balancing local temperatures through evapotranspiration; and, prioritising reusing existing materials and locally sourced materials for construction to reduce waste and transportation to landfill and promote a low embodied carbon development.
- 9.41 The energy strategy has been developed in accordance with the industry recognised Energy Hierarchy, Be Lean, Be Clean and Be Green, utilising the SAP 10 emission factors to present the results.
- Be Lean - Energy demand will be reduced by achieving a well-insulated envelope that is an improvement on Building Regulation values, which is both airtight and thermal bridge free. High performance glazing provides a positive energy balance whilst mechanical ventilation with heat recovery maintain good air quality with minimal heat loss. Energy efficient building systems such as LED lighting and low-power fans and pumps will further drive down regulated energy use. Robust quality control, commissioning and handover procedures on site will further drive down energy use.
 - Be Clean - Combined heat & power was considered however this has been discounted due to poor base load and desire to avoid on-site combustion of fossil fuels. Connection to the district heating

scheme was also considered however the distance from the existing network means connection would be infeasible.

- Be Green - The remaining energy demand will be met through low and zero carbon energy sources. The development's heating, cooling and part of the hot water needs will be provided through efficient air-source heat pumps.

9.42 Through the above measures, the proposed development is performing significantly better than the minimum requirements of Part L of the Building Regulations, and achieves an improvement of 43.27% over the Building Regulations Part L 2010 Target Emission Rate, which surpasses those outlined in MCC's Core Strategy.

9.43 The works are to comply with the latest version of The Building Regulations Part L2A Conservation of Fuel and Power in New Build Non-Domestic Buildings and the associated Non-Domestic Building Services Compliance Guide. The current design and associated BRUKL report provided as part of this planning application indicates that an EPC A rating should be achieved.

9.44 Overall, the proposed development accords with Core Strategy policies DM 1, EN 4, EN 6, and EN 8 and paragraphs 8 and 150 of the NPPF (2019).

Flood Risk and Drainage

9.45 A Detailed Drainage Strategy has been prepared by Curtins.

9.46 The Flood Map for Planning report demonstrates that whole site is classified as within Flood Zone 1. The proposal for the development site is likely to fall within the following category of 'Less Vulnerable' in accordance with the Flood Risk Vulnerability Classification. Within Flood Zone 1, 'Less Vulnerable' development is deemed to be appropriate. Therefore, the sequential test is not required to be applied.

9.47 In terms of flood risk, the site is at very low risk of fluvial flooding, and low risk from tidal, reservoir, canal, public sewers or highway drainage flooding. The site is not shown to be within an area at risk of groundwater flooding according to the groundwater flooding map shown within the Manchester, Salford and Trafford SFRA. In terms of surface water flooding, the majority of the site is identified as being at a 'very low' risk of flooding from surface water. The surrounding highways are generally considered at 'medium' risk of flooding from surface water.

9.48 Regarding the proposed drainage strategy, a separate foul and surface water system is proposed. The proposed foul drainage from ground floor level and above will be collected and discharged via suspended pipework and discharged to the surrounding public sewer network by gravity. Currently there are three outfalls indicated at this level – 2 outfall to the public sewer in South King Street and 1

outfall into the public sewer in Bow Street. The proposed outfall locations will be subject to confirmation of internal requirements. The CCTV Drainage survey confirms that the sewer in South King Street is approximately 3.14m deep and the sewer in Bow Street is approximately 4.58m deep and therefore is deep enough to accept connections.

- 9.49 Foul drainage required within the basement area will be required to be pumped off site to the public sewer system. Currently drainage from the basement is proposed to discharge to a pumping chamber within the surface water attenuation tank room with a rising main routed to the northern elevation. The rising main will then terminate externally and connect to the public sewer in South King Street. The total foul peak flow from the development is estimated at 1.32 l/s plus the flows to be pumped from the basement subject to an acceptable rate from United Utilities.
- 9.50 Any new development site drainage should be designed in accordance with current best practice to provide adequate capacity not to flood for the critical 1 in 30-year storm event and flood water generated for up to the critical 1 in 100-year plus climate change storm event shall be constrained within the areas on site so not to cause damage to buildings, essential services or adjoining developments and services. Based on the nature of the development, a lifespan in excess of 60 years is anticipated. Therefore, the potential climate change allowance for 2070-2115 ranges between 20% for the central allowance and 40% for the upper end allowance. As such, an allowance of 20% for climate change on peak rainfall intensity will be included in calculations, however the 40% allowance will also be considered.
- 9.51 In following the standard hierarchy of drainage solutions, consideration should firstly be given to the discharge of surface water runoff by sustainable methods such as infiltration. The Drainage Strategy concludes that surface water disposal would not be possible by:
- Infiltration - A Phase 2 Intrusive Site Investigation has not yet been carried out at the site, however given the site has had previous use, it is likely that the development will contain depths of made ground. The superficial deposits are listed as Devensian Till and the underlying strata is described as comprising Chester Formation, i.e. Sandstone. Nearby boreholes available on the BGS online mapping suggest that the primary material identified is fill over clay and, on this basis, it is assumed that infiltration will be unlikely. The existing site is occupied by building across the extents of the development boundary, and proposals are to construct a new building to the extents of the boundary, therefore infiltration would be unviable on the basis that there are no areas within the site to accommodate infiltration with foundations outside of the infiltration zone. Therefore, an infiltration-based discharge is considered unviable.

- Watercourse - The nearest watercourse to the site is the River Irwell approximately 280m north-west of the site. To drain to this watercourse would not be feasible due to the distance from the site and the requirement to cross third party land.
- Surface Water Public Sewer - There are no surface water sewers in the vicinity of the site, therefore discharge to a surface water sewer is unviable.
- Combined Public Sewer - There are various combined sewers in the vicinity of the site. The site is proposed to drain to the United Utilities surface water network and therefore no surface water will flow directly from the site into the public combined sewers located within the close vicinity from the development. There are various combined water public sewers surrounding the development site and the existing drainage system on site discharges to the public sewers within Bow Street and John Dalton Street. Therefore, it is proposed to discharge to the combined sewer system for surface water drainage.

9.52 The existing site is currently 100% impermeable, draining to the existing combined public sewer system and therefore considered brownfield. To determine the existing site discharge rates from the site and confirm the existing outfalls to the public sewer system, a Drainage CCTV Survey was undertaken. Manchester Lead Local Flood Authority ('LLFA') have confirmed that the discharge rates proposed would be acceptable subject to agreement with United Utilities. The surface water is proposed to drain discharge into the public sewer system within South King Street of 8.3l/s.

9.53 It is recommended that sustainable methods of attenuation are implemented where possible. Therefore, the strategy currently proposes for partial green roof at level 10. The green roof covers approximately 100m².

9.54 Therefore, the proposed development accords with Core Strategy policies EN 8 and EN 14 and paragraph 165 of the NPPF (2019).

Ground Conditions

9.55 A Phase 1 Preliminary Risk Assessment has been undertaken by Curtins to provide an overview of the geo-environmental and geotechnical setting of the site prior to its redevelopment.

9.56 The qualitative risk assessment ('QRA') determined a varied level of level of risk associated with the proposed development from Low to Moderate.

9.57 In terms of geology, Made Ground is not indicated to be present on BGS mapping, however taking into account considerable historical development, its presence is expected. Surrounding BGS borehole records encountered Made Ground from ground level to between 1.10m and 2.50m bgl. Published

mapping indicates the site is underlain by Glaciofluvial Sheet Deposits in the north and west of the site, which historic borehole logs suggest the deposit is encountered between 4.50m and 7.00m bgl. Glacial Till is mapped close to the eastern boundary and may underlie the site. The superficial deposits are underlain by the Chester Formation (sandstone). Local BGS records indicate bedrock to be generally 6-7m bgl.

- 9.58 The site is situated in a coal mining reporting area; however, it is not within a development high risk area. No mine entries are located within 2km of the site boundary. Coal outcrops and possible shallow coal workings are mapped in excess of 2.3km northeast of the site.
- 9.59 Regarding hydrogeology, the aquifer designated for the granular superficial deposits is a Secondary A Aquifer, while the bedrock is classified as a Principal Aquifer. The site is not located within a Source Protection Zone ('SPZ'). There are five groundwater abstraction points located within 500m of the site boundary. The nearest is located 364m west operated by Her Majesty's Court Service for non-evaporative cooling for commercial/public services.
- 9.60 With regard to hydrology, the nearest surface water feature is the River Irwell located 255m north of the site running from east to west and flowing generally south-west. There are two pollution incidents to controlled waters within 250m of the site which affected the River Irwell, neither was associated with the site. There are no discharge consents within 250m of the site and there are no surface water abstractions recorded within 1km of the site boundary.
- 9.61 Risk mapping for UXOs has placed the site in a Moderate risk area. Two Luftwaffe targets are located within 1km of the site and one post-war UXO find is located 50m north of the site. Historical bomb damage mapping shows the site and surrounding area have been affected by fire bombs between 1940 – 1941. During this period damage to buildings were recorded 50m south east and 110m south west. Historic mapping from 1948 indicate ruins within a 100m radius of the site. Considering this, the risk of encountering a potential UXO is considered to be Moderate to High, therefore procurement of a Detailed UXO Risk Assessment Report should be obtained prior to any intrusive works taking place.
- 9.62 The chronic health risk posed to site end users by onsite sources of contamination via direct contact, ingestion, inhalation is assessed as Moderate due to the historical residential and industrial use on site and throughout the surrounding area.
- 9.63 The risk of pollution of groundwater and surface waters by onsite sources of contamination via vertical/horizontal migration through site soils is assessed as Moderate/Low and Very Low respectively, as it is considered likely that Made Ground soils will have been removed from across the site during the construction of the existing basements.

9.64 The chronic health risk posed to site end users by on and offsite soils with the potential to generate ground gases via vertical and horizontal migration through the underlying deposits is assessed as Moderate/Low due to the historical activities on site of demolition and construction phases.

9.65 In summary, the following recommendations are made:

- Obtain a Detailed UXO Risk Assessment Report prior to any intrusive works being undertaken at the site;
- Undertake an intrusive ground investigation;
- Undertake a generic quantitative risk assessment as part of the ground investigation; and,
- Undertake Ground Gas Monitoring.

9.66 Overall, the site is suitable for its proposed use taking account of ground conditions (Core Strategy Policy EN 18 and paragraph 178 of the NPPF (2019)).

Highways

9.67 A Transport Statement and Framework Travel Plan have been prepared by Mode Transport.

Accessibility

9.68 As detailed at Section 3 of this Statement, the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys. Secure cycle parking and facilities for cyclists will be provided within the proposed development and, although no car parking is proposed on-site, there is ample car parking available in the surrounding public car parks. Therefore, the proposed development accords with Core Strategy policies CC 5, and paragraphs 108 and 110 of the NPPF (2019).

Trip Generation and Traffic Impact

9.69 To assess the traffic impact of the development proposals, a trip comparison exercise has been undertaken between the existing buildings and the proposed development. The trip generation exercise is based on trip rates derived from the TRICS database to establish the existing and anticipated traffic movements generated by the existing buildings and development proposals.

9.70 The proposed development will generate 36 two-way trips during the AM peak hour and 37 two-way trips during PM peak hour. Therefore, the proposed development is expected to generate a relatively low number of vehicular movements during both the AM and PM peak hours, equivalent to approximately 1 trip every 2 minutes when averaged over the peak hour. Consequently, the proposed

development will have low traffic impact on the local highway network, in accordance with Core Strategy Policy DM 1 and paragraphs 108 and 109 of the NPPF (2019).

Road Safety

- 9.71 Personal Injury Collision ('PIC') data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year period, between 2015 and 2019. The study area includes the following; John Dalton Street, S King Street, Ridgefield, Bow Street, St James's square and Deansgate. The PIC data shows that there have been 8 slight collisions recorded in the study area. No fatal or serious collisions were reported on the local highway network during the study period.
- 9.72 Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety, in accordance with Core Strategy Policy DM 1 and paragraph 109 of the NPPF (2019).

Pedestrianisation of southern part of Ridgefield

- 9.73 Ridgefield is a single carriageway one-way road allowing vehicle movements from South King Street to John Dalton Street. It is proposed to introduce a full-time pedestrianisation of the southern part of Ridgefield along the boundary of the site, which has been agreed in principle with MCC Highways, which will enhance the public realm and encourage linkages through to St Ann's Square and the primary shopping area of the City, in accordance with policies CC 7 and T 1 of MCC's Core Strategy, saved UDP Policy RC20 (Area 6) and paragraph 110 of the NPPF (2019).
- 9.74 Overall, the proposed development accords with Core Strategy policies T 1, T 2, CC 5, and paragraphs 108, 109 and 110 of the NPPF (2019). There should be no highways or transport planning reasons that prevent this planning application from being approved.

Noise

- 9.75 A Noise Impact Assessment has been prepared by Cundall to evaluate the findings of the acoustic survey in relation to the proposed development.
- 9.76 To establish the prevailing noise climate across the existing site, two noise surveys were undertaken from 17th to 20th and 29th to 30th January 2020. The measurement positions were selected to overlook the primary sources of noise incident on the proposed development site: John Dalton Street and South King Street. Position MP1 was located at 3rd floor level approximately 9 m above ground and Position MP2 was located at 4th floor level approximately 12 m above ground. Sound level meters were placed

inside the building with microphones attached to poles protruding from slightly open windows at a distance of approximately 1m from the façade.

- 9.77 Based on predicted façade noise impacts at the proposed development, an initial glazing strategy feasibility study has been undertaken based on achieving internal ambient noise levels compliant with the proposed internal ambient noise level criteria for office and flexible ground floor spaces. Limiting noise levels have been provided for external noise impacts at existing nearby noise-sensitive receptors.
- 9.78 The rooftop amenity space will be used by occupiers of the office. MCC guidance requires noise impacts associated with amplified music in such external areas to be controlled to 10dB below the background noise level without the entertainment noise present, in each octave band at the nearest noise sensitive location.
- 9.79 The nearest noise-sensitive property to the terrace area is the newly refurbished Qbic Hotel on the opposite side of John Dalton Street. Due to the high levels of ambient noise associated with road traffic movements on John Dalton Street it is anticipated that background music (up to a level of 70dB(A) when measured on the terrace during daytime hours) will not lead to undue impacts at this receptor.
- 9.80 In the event that that any external music aside from background music during daytime hours is proposed, compliance measurements should be undertaken at the nearest noise-sensitive receptors to demonstrate that appropriate noise limits settings have been applied to satisfy the MCC noise policy requirements.
- 9.81 The assessment concludes that noise impacts to the proposed development and surrounding areas can be mitigated against to meet the relevant standards and guidelines, and as such there are no technical aspects from an acoustics perspective that should prevent planning permission from being granted. Therefore, the proposed development accords with Core Strategy policy DM 1, Saved UDP Policy DC26.1, and paragraph 180 of the NPPF (2019).

Wind

- 9.82 A Desktop Wind Microclimate Assessment has been undertaken by GIA, combining analysis of wind data from a local weather station with qualified assessment of any likely effects that the development may have on local wind conditions.
- 9.83 As part of the assessment, various potential risk factors for raised wind speeds were considered, but, in each case, there are sufficient mitigating factors that no significant adverse wind effects are expected.

- 9.84 Conditions are expected to be suitable for all building entrances. Additionally, conditions are expected to be suitable for the rooftop terrace amenity space, as there is a significant perimeter screen included within the terrace design. It is recommended that any seating design on the terrace includes localised elements to provide further obstruction to the wind due to the more stringent wind requirements to be suitable for sitting.
- 9.85 Overall, the proposed development will not result in any significant adverse wind effects and conditions are expected to be suitable for all intended uses, in accordance with Core Strategy Policy EN 2.

Summary

- 9.86 This section has demonstrated the acceptability of the proposals in terms of air quality, archaeology, crime, daylight and sunlight, ecology, environmental standards, energy and sustainability, flood risk and drainage, ground conditions, highways, noise, and wind.

10. A Sustainable Development

- 10.1 The overarching policy objective of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF indicates that there are three dimensions to sustainable development: economic, social and environmental. An assessment of the proposals against the three dimensions of sustainable development, as defined in the NPPF, are provided below.

Economic

- 10.2 The proposed development will contribute towards building a strong, responsive and competitive economy. Specifically, the proposed development will:

- provide new Grade A office accommodation within the CBD that meets the demands of perspective occupiers and current demand within the City Centre office market;
- provide flexible commercial ground floor and basement uses (Use Class E) which will attract people to this part of the City and in turn increase footfall and expenditure;
- increase the number of higher skilled and higher paid jobs, based on high productivity employment and contribute towards economic growth;
- create more than 80 FTE jobs during the construction period, with an estimated construction value of £31m and workforce expenditure of more than £70,000;
- deliver more than 700 new FTE jobs once operational; and
- make a significant contribution to Manchester's economy through business rates.

Social

- 10.3 The proposed development will support the creation of a strong, vibrant and healthy community. In particular the proposed development will:

- create an active ground floor use which enables people to meet in a work or social context and which generally encourages social interaction;
- deliver office accommodation which offers high quality facilities including break out areas, rest rooms and spacious floor plates enhancing physical and emotional well-being for employees and visitors of the building;
- provide rooftop amenity space, which can be enjoyed as amenity space by users of the building;

- provide greater activity and overlooking of existing streets to reduce the potential for crime and anti-social behaviour. This is particularly important on Ridgefield which has historically been used as a service road; and,
- provide new and improved public realm that will be accessible to all and is well connected to all city centre transport links.

Environmental

10.4 The proposed development will not result in significant harm to the natural environment and will help to improve biodiversity. In particular, the proposed development will:

- contribute positively to sustainability through its design, as detailed at Sections 7 and 8 of this SPS;
- be an exemplar building made from high quality materials, craft and workmanship, which will become a landmark in the City and intends to lead the development of future office buildings;
- reanimate John Dalton Street and add vibrancy and activity to an underutilised part of the City Centre;
- provide rooftop amenity space, which can be enjoyed as amenity space by users of the building and which includes a green roof;
- create a more welcoming pedestrian-friendly approach to the building through the pedestrianisation of Ridgefield and will allow the building's ground floor uses to spill out onto and enliven the street; and,
- have a positive impact on the wider context by creating a better pedestrian link between Lincoln Square to the south and St Ann's to the north.

Summary

10.5 Overall, the proposed development represents sustainable development, in accordance with Paragraph 8 of the NPPF, and will deliver numerous economic, social and environmental benefits.

11. Construction Environmental Management Plan (CEMP)

Framework

- 11.1 The purpose of this section is to provide a framework for the preparation of the CEMP which will be prepared prior to construction and secured via a planning condition. The CEMP will provide details of how the proposed scheme will be managed during the construction.
- 11.2 A Construction Phase Plan is required by The Construction (Design and Management) ("CDM") 2015 Regulations for any construction work carried out by contractors. This CEMP will be prepared to satisfy these regulations.
- 11.3 The CEMP will be enforced by the Contracts/Project Manager on receipt of client pre-construction information. The CEMP will be checked by the client or its appointed Principal Designer for accuracy and robustness before commencement of site works. Following agreement of the Plan, this will be issued to the construction team and be updated/maintained on site by the site manager.

Objectives of the CEMP

- 11.4 The objectives of the CEMP are to:
- Define the existing and proposed ground levels specific to the proposed development.
 - Provide information on any environmental and sensitive local receptors relating to the construction of the development and associated infrastructure;
 - Set out actions required to manage the specified environmental risks, through consideration of design requirements, monitoring schemes and appropriate method statements;
 - Define the requirements for communication of the CEMP to the project team, environmental training and awareness, stakeholder liaison;
 - Define the processes for updating the CEMP - management reviews, incident reporting and investigation, etc.
- 11.5 The key function of the CEMP is to highlight and manage the specific environmental effects of the construction phase and to ensure that the significant negative effects are mitigated, and where practicable that additional environmental enhancements are delivered through completion of the proposed works.

Perceived Environmental Risk from Construction Activities

11.6 The perceived and potential risks which the CEMP will set out to address are:

- Contamination of soils, surface waters and groundwater through spills, run-off etc;
- Production of dust from construction activities;
- Management of construction traffic;
- Production of noise and vibration from construction activities;
- Production of construction waste from construction activities; and,
- Damage to habitats (including flora and fauna and watercourses) from construction activities.

11.7 The following sets out the framework and structure of the CEMP:

Chapter 1: Project Method Statement

11.8 This section will provide a detailed description of the proposed approach to the enabling and construction programme and set out the following:

- The construction process – sets out the programme and key construction operations such as setting up of compounds, access, any remediation required, changes in levels etc.; and,
- Hours of operation.

Chapter 2: General Site Management

11.9 The project delivery team structure, roles and responsibilities for the overall development of the site will be presented. Roles include:

- Environmental Manager;
- Principal Contractor;
- PCs Contract Manager;
- Design Manager; and,
- Sub-Contractors.

11.10 Site induction procedures will be set out which will include instruction on emergency procedures and any training required for site-based staff. The project goal is zero reportable or major accidents and dangerous occurrences during construction.

11.11 Other items covered under this section of the CEMP include:

- Selection criteria for sub – contractors;
- Security and fencing;
- Offices and cabins;
- Welfare facilities;
- Emergency incidents and management; and,
- Fire and emergency evacuation.

Chapter 3: Arrangement for Controlling Significant Site Risks

11.12 Material placement, delivery, removal and waste management will be set out and measures to ensure that site services are protect and maintained.

11.13 Consideration of adjacent land uses and protecting the public to ensure activities will not create unnecessary safety issues will be undertaken. All works will be planned to protect the public and adjacent site workers from the site's activities associated with construction site movement, deep excavations and movement of materials.

11.14 Preventing of falls is considered to be one of the highest control priorities and measures will be set out to control working at height. Fuelling and hazardous liquids has the most potential for environmental impact to surface and ground water and will be tightly controlled through measures set out in this chapter.

11.15 A subsection within this part of the CEMP will set out measures to control deliveries and vehicle movement:

- Parking;
- Deliveries;
- Site access and vehicle movement; and,
- Road Cleanliness.

Chapter 4: Environmental Considerations and Management Measures

11.16 This section will set out the key environmental issues such as soil contamination and how any contaminated material will be handled, removal of any asbestos material, ground gas and set out techniques that will minimise noise and vibration. In addition to reduce the impact of dust and air

emissions measures such as dust suppressants, stockpile management and speed limits on site will be considered.

- 11.17 The site management team will ensure that all site personnel are appropriately briefed on any ecological issues at the site. Specific site related issues will be set out here.

Chapter 5: Health and Safety

- 11.18 This chapter will set out the information that will be required, by the Principal Designer, for inclusion in the Health and Safety File.
- 11.19 The above sets out the framework for the CEMP. The applicant invites the requirement for a CEMP to be a condition to the planning consent.

Summary

- 11.20 In summary, a clear framework for the preparation of the CEMP which will be prepared prior to construction and delivered via a planning condition has been established. This will robustly address a number of considerations relating to construction management including perceived risk from construction activities, general site management, control of significant risks, environmental considerations and management measures and health and safety.

12. Summary and Conclusion

- 12.1 This SPS has been prepared by Avison Young on behalf of The Island Site (General Partner) Limited, in support of an application for full planning permission at Land bounded by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester ('the site'). The description of development is as follows:

'Demolition of the existing buildings and structures and the erection of a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, works to facilitate the pedestrianisation of the southern part of Ridgefield and other associated works.'

Wider Regeneration Context

- 12.2 Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. The site is located within the central CBD, within which a key priority of MCC is to encourage the supply of more Grade A floor space. The proposed development will therefore make a positive contribution towards achieving this key priority. Furthermore, the site will contribute towards a high quality and ambitious development pipeline which is transforming this part of the City and strengthening the links between Spinningfields, the Civic Quarter and key shopping areas.

Site and Surrounding Area

- 12.3 The site extends to approximately 0.13 hectares and comprises a rectangular block of existing buildings (Old Colony House, 5 Ridgefield and Grange House) bound by John Dalton Street to the south, South King Street to the north, Bow Street to the east and Ridgefield to the west. None of the buildings within the site boundary are listed but the site is located within the St Ann's Square Conservation Area and there are listed buildings in close proximity.
- 12.4 The site is in an accessible city centre location which benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys. The site has been the subject of numerous applications for planning permission and advertisement consent over the years, and there are a number of development schemes located close to the application site which are relevant to, and have been considered as part of, the proposed development.

Pre-application Engagement

- 12.5 The Applicant has sought to work proactively with MCC and Historic England through early pre-application discussions regarding the proposals. These discussions have informed the design development, particularly the scale and massing of the proposed building. The Applicant also issued details of the proposals to the elected ward members and notified local residents and businesses of this planning application. The scheme proposals have incorporated the feedback from officers, key stakeholders wherever possible, whilst ensuring that the proposed development is deliverable.

Proposed Development

- 12.6 The proposed development comprises a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, in addition to works to facilitate the pedestrianisation of the southern part of Ridgefield. The proposed development has been designed with due regard given to the site's surroundings and the technical assessments undertaken by the Applicant's project team. Overall, the proposals will deliver a high-quality mixed-use development and considerable public realm improvements, which will make a positive contribution to the immediate and wider area.

Operating Statement

- 12.7 The proposed office accommodation will operate 24/7 and will be staffed between the hours of 8am and 6pm. The security of the building has been fully considered and the proposed development will incorporate appropriate measures, such as CCTV and a monitored intruder alarm system. Secure cycle storage also forms part of the proposals and there are a number of car parks within close proximity to the site

Relevant Planning Policy Framework

- 12.8 Section 7 outlines the relevant adopted and emerging planning policy framework and guidance at a local and national level. The site is located within the City Centre and Regional Centre and is contained within St. Ann's Square Conservation Area. This section has detailed the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site.

Planning Assessment

- 12.9 Section 8 of this Statement assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2019). Section 38(6) of the Compulsory Purchase Order Act

2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

12.10 The proposed development fully accords with the relevant planning policies set out below:

- **Core Strategy** - the proposed development accords with policies SP 1, EC 1, EC 2, EC 3, EN 1, EN 3, EN 4, EN 6, EN 8, EN 9, EN 19, CC 1, CC 2, CC 4, CC 5, CC 6, CC 8, CC 9, CC 10, T 1, T 2 and DM 1.
- **Saved Policies of the UDP** - the proposed development accords with 'saved' policies DC18.1, DC19.1, DC26.1, RC20 (Area 6).
- **NPPF** - the proposed development accords with the following paragraphs of the NPPF (2019): 8, 11, 38, 39, 47, 80, 108, 109, 110, 117, 124, 127, 150, 175, 180, 181, 189, 192, and 193-197.

12.11 In summary, the principle of the proposed development accords fully with the adopted Development Plan and current national planning policy, being high-quality, high-density development within a City Centre location, with a history of accommodating a mix of uses. Furthermore, the proposed development will make a positive contribution to MCC's regeneration objectives and is acceptable in terms of design; heritage and Conservation Area impact; and, public realm and amenity.

Technical Considerations

12.12 A full suite of technical documents has been prepared in support of this planning application. The document demonstrates that the proposals are wholly acceptable in terms of air quality, archaeology, crime, daylight and sunlight, ecology, environmental standards, energy and sustainability, flood risk and drainage, ground conditions, highways, noise, and wind.

A Sustainable Development

12.13 The proposed development comprises sustainable development, in accordance with Paragraph 8 of the NPPF, in that it will deliver numerous economic, social and environmental benefits including:

Economic

- provide new Grade A office accommodation within the CBD that meets the demands of perspective occupiers and current demand within the City Centre office market;
- provide flexible commercial ground floor and basement uses (Use Class E) which will attract people to this part of the City and in turn increase footfall and expenditure;
- increase the number of higher skilled and higher paid jobs, based on high productivity employment and contribute towards economic growth;

- create more than 80 FTE jobs during the construction period, with an estimated construction value of £31m and workforce expenditure of more than £70,000;
- deliver more than 700 new FTE jobs once operational; and
- make a significant contribution to Manchester's economy through business rates.

Social

- create an active ground floor use which enables people to meet in a work or social context and which generally encourages social interaction;
- deliver office accommodation which offers high quality facilities including break out areas, rest rooms and spacious floor plates enhancing physical and emotional well-being for employees and visitors of the building;
- provide rooftop amenity space, which can be enjoyed as amenity space by users of the building;
- provide greater activity and overlooking of existing streets to reduce the potential for crime and anti-social behaviour. This is particularly important on Ridgefield which has historically been used as a service road; and,
- provide new and improved public realm that will be accessible to all and is well connected to all city centre transport links.

Environmental

- contribute positively to sustainability through its design, as detailed at Sections 7 and 8 of this SPS;
- be an exemplar building made from high quality materials, craft and workmanship, which will become a landmark in the City and intends to lead the development of future office buildings;
- reanimate John Dalton Street and add vibrancy and activity to an underutilised part of the City Centre;
- provide rooftop amenity space, which can be enjoyed as amenity space by users of the building and which includes a green roof;
- create a more welcoming pedestrian-friendly approach to the building through the pedestrianisation of Ridgefield and will allow the building's ground floor uses to spill out onto and enliven the street; and,
- have a positive impact on the wider context by creating a better pedestrian link between Lincoln Square to the south and St Ann's to the north.

Framework CEMP

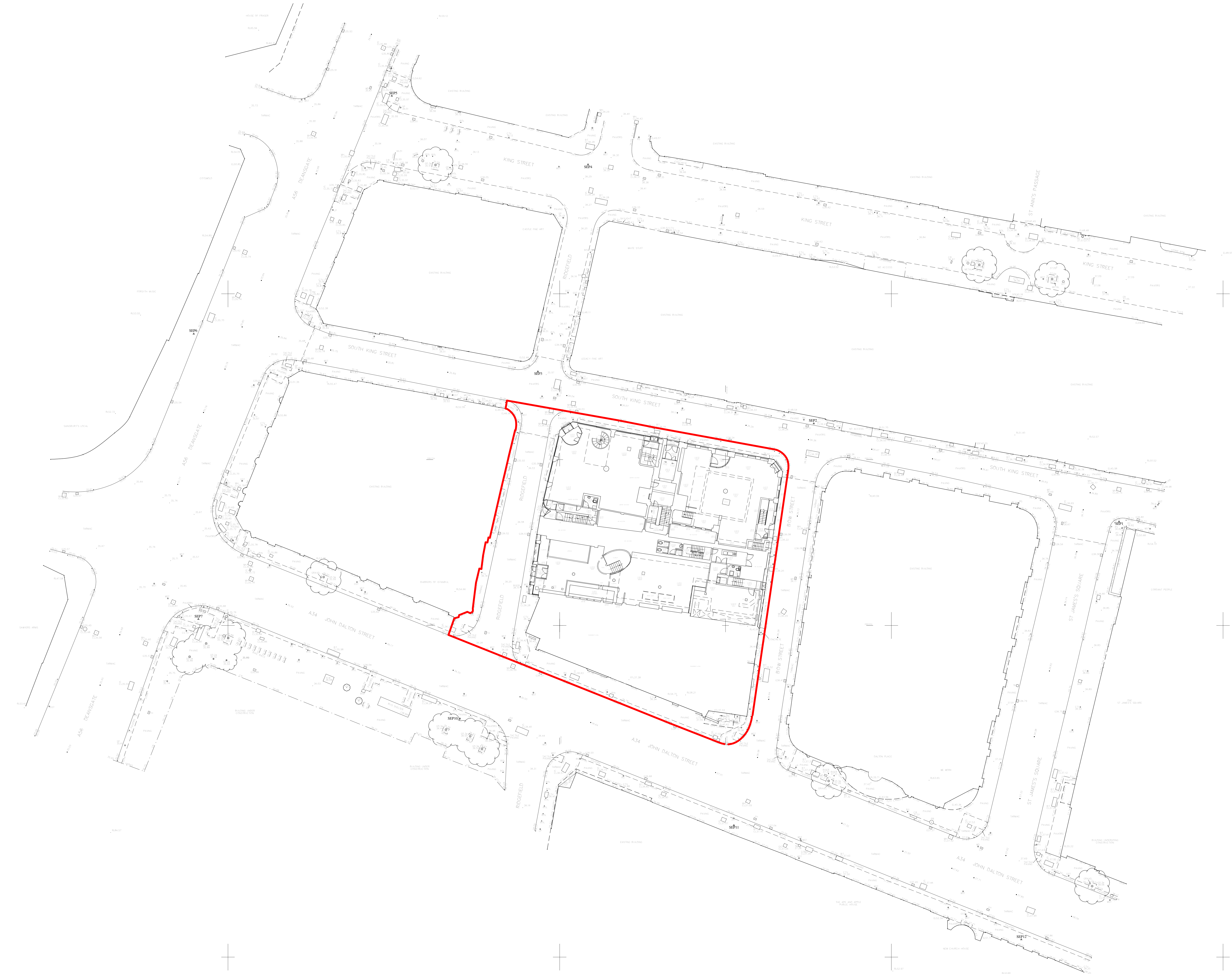
- 12.15 Section 11 of the Statement provides a framework for the preparation of the CEMP. In summary, a clear framework for the preparation of the CEMP, which will be prepared prior to construction and delivered via a planning condition has been established. This will robustly address a number of considerations relating to construction management including perceived risk from construction activities, general site management, control of significant risks, environmental considerations and management measures and health and safety.

Summary

- 12.16 In summary, the principle of the proposed development accords fully with the adopted Development Plan for MCC and current national planning policy, being high-quality, high-density development within a City Centre location, with a history of accommodating a mix of uses. Furthermore, the proposed development will make a positive contribution to MCC's regeneration objectives, delivering numerous environmental, economic and social benefits, and is acceptable in terms of design; heritage and Conservation Area impact; public realm and amenity; ecology; archaeology; crime impact; highways; wind; environmental standards, energy and sustainability; ground conditions; and flood risk and drainage.

Appendix I

Site Location Plan



1 Level 00 Existing Revised RL
1 : 200

Drawing Original Size
A0

Notes
Unless indicated, this drawing is for information only and should not be used for construction. Do not scale, use by and dimensions only. All dimensions to be checked on site. This drawing should be printed at the original size as stated above. Cartwright Pickard Architects accept no responsibility for errors that occur as a result of reworking this drawing at any other size.

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Cartwright Pickard Architects accept no liability for any alterations to, additions to or discrepancies arising out of changes to such background information which occur after it has been issued by Cartwright Pickard Architects.

Red line planning boundary

Drawing Revisions				
Date:	Rev:	Note:		Check:
17.02.21	P 1	First Issue		RP
12.03.21	P 2	Issued for Coordination		RP
26.03.21	P 3	Issued for Coordination		RP
16.04.21	P 4	Draft planning issue		RP
28.04.21	P 5	Issued For Planning		RP
10.05.21	P 6	Issued For Planning		RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
Site Location Plan

Scale
1:200 @ A0

Drawing Created
02/15/21

Revision
P6

Drawing No.
TIS-CPA-ZA-ZZ-DR-A-0126

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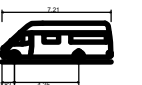
Appendix II

Drawing List

Drawing List	
Drawing Reference	Revision
TIS-CPA-ZA-00-DR-A-0129 Demolition plans	P3
TIS-CPA-ZA-00-DR-A-0201 GA Plan - Ground Floor	P4
TIS-CPA-ZA-01-DR-A-0202 GA Plan - First Floor	P3
TIS-CPA-ZA-02-DR-A-0203 GA Plan - Second Floor	P3
TIS-CPA-ZA-03-DR-A-0204 GA Plan - Third Floor	P3
TIS-CPA-ZA-04-DR-A-0205 GA Plan - Fourth Floor	P3
TIS-CPA-ZA-05-DR-A-0206 GA Plan - Fifth Floor	P3
TIS-CPA-ZA-06-DR-A-0207 GA Plan - Sixth Floor	P3
TIS-CPA-ZA-07-DR-A-0208 GA Plan - Seventh Floor	P3
TIS-CPA-ZA-08-DR-A-0209 GA Plan - Eighth Floor	P3
TIS-CPA-ZA-09-DR-A-0210 GA Plan - Ninth Floor	P3
TIS-CPA-ZA-10-DR-A-0211 GA Plan - Roof	P3
TIS-CPA-ZA-B1-DR-A-0200 GA Plan - Basement	P3
TIS-CPA-ZA-RF-DR-A-0212 GA Plan - Roof	P2
TIS-CPA-ZA-ZZ-DR-A-0126 Site Location Plan	P6
TIS-CPA-ZA-ZZ-DR-A-0127 Proposed Site Plan	P5
TIS-CPA-ZA-ZZ-DR-A-0130 Demolition elevations - North/East	P2
TIS-CPA-ZA-ZZ-DR-A-0131 Demolition Elevation - South/West	P2
TIS-CPA-ZZ-ZZ-DR-A-0310 Bay Study - Base	P2
TIS-CPA-ZZ-ZZ-DR-A-0311 Bay Study - South	P2
TIS-CPA-ZZ-ZZ-DR-A-0312 Bay Study - Corner	P2
TIS-CPA-ZZ-ZZ-DR-A-0313 Bay Study - East/West	P2
TIS-CPA-ZZ-ZZ-DR-A-0314 Bay Study - North	P2
TIS-CPA-ZZ-ZZ-DR-A-0604 GA Elevation - North (Coloured)	P4
TIS-CPA-ZZ-ZZ-DR-A-0605 GA Elevation - East (Coloured)	P4
TIS-CPA-ZZ-ZZ-DR-A-0606 GA Elevation - South (Coloured)	P4
TIS-CPA-ZZ-ZZ-DR-A-0607 GA Elevation - West (Coloured)	P4
TIS-CPA-ZZ-ZZ-DR-A-0610 GA Context Elevation - North & East	P3
TIS-CPA-ZZ-ZZ-DR-A-0611 GA Context Elevation - South & West	P3
TIS-CPA-ZZ-ZZ-DR-A-0700 GA Section - AA	P2
TIS-CPA-ZZ-ZZ-DR-A-0701 GA Section - BB	P2

Appendix III

Proposed Highways Works



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of manchester city council.
5. drawing based on topographical survey.

Issue/revision

A	12/05/2021	issued
-	29/03/2021	issued
i/r	date	description

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client: hdb
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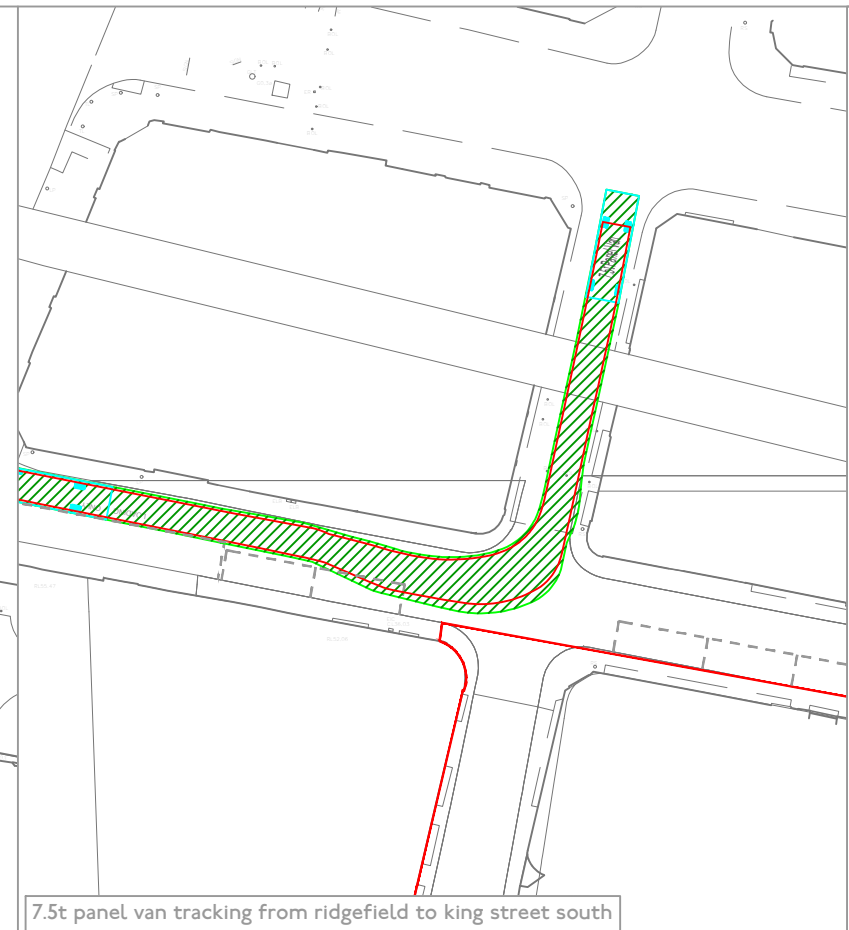
project: the island site, manchester

project number: J324815

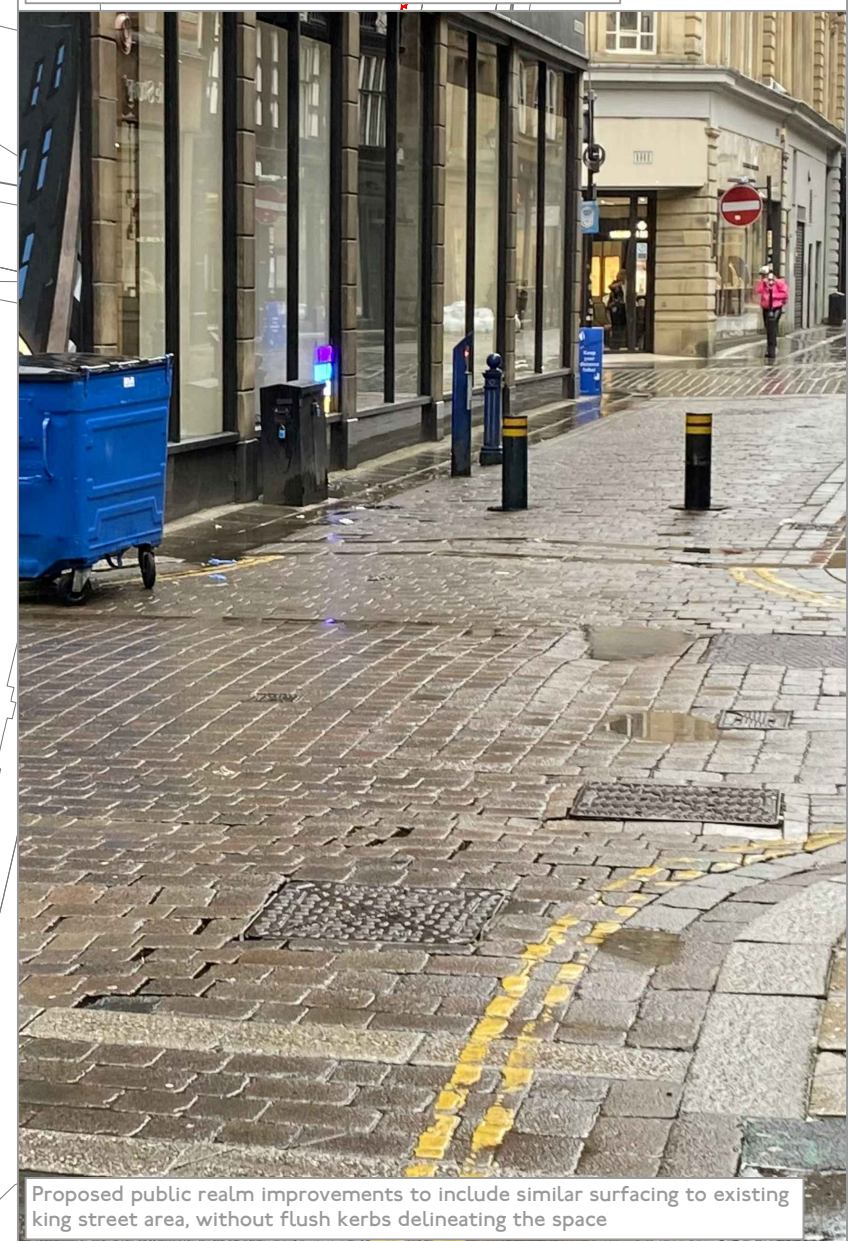
scale: 1:500@A3

drawing title:
pedestrianisation and servicing strategy
option 2

drawing number:
J32-4815-PS-002



7.5t panel van tracking from ridgefield to king street south



Proposed public realm improvements to include similar surfacing to existing king street area, without flush kerbs delineating the space

Appendix IV

Waste Management Pro-forma

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number:

Date Submitted:

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	
Pulpable Recycling	140 / 240	1 x wheeled bin	
Mixed Recycling	140 / 240	1 x wheeled bin	
Garden Waste	140 / 240	1 x wheeled bin	
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	7No Bins	12327m2 total GIA
Pulpable Recycling -		2600 litres per 1000m2 gross floor space. 50% of this capacity retained for recycling
Mixed Recycling -	8No Bins	Bi-weekly collections reduce requirement by 50%
Food Waste -		total: 15No 1100L Eurobins (7:8 GW:MR)
Industrial Waste -		

Has / will a contract be obtained with a licenced waste carrier?	No	☐
--	----	--------------------------

Mixed Use Developments

Are the stores for residential and commercial separate from each other?	N/A	☐
---	-----	--------------------------

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

1100L Eurobins to be used for both general waste & mixed recycling. Both will be contained alongside each other in the same bin store

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Bin store is approximately 52sqm area
60min fire separation (lobbied internal access)
Robust surface finishes to walls, floor and ceiling
1300mm clear access through store with 1300mm clear external doors

Plan attached

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	Naturally ventilated through louvre at ground floor
Hygiene -	Water point and drainage in south east corner for wash down

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

MCC local refuse collection service will have access to the Bin store via the external doors. Access will be limited to the bin store.
--

Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

Contact Details

Enquiries

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Visit us online

avisonyoung.co.uk