Application Number	Date of Appln	Committee Date	Ward
128002/FO/2020	25th Sep 2020	21st Jan 2021	Deansgate Ward

Proposal Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works

Location One City Road , 1 City Road East , Manchester, M15 4PN

Applicant , Commercial Development Projects Ltd, Marshall House, Huddersfield Road, Elland, HX5 9BW,

Agent Mr Niall Alcock, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

EXECUTIVE SUMMARY

The proposal is for two office buildings of 11 and 14 storeys with amenity terraces and a ground floor commercial unit, following demolition of the existing building. There would be 519 cycle parking spaces and on-street parking bays would be re-arranged to include two on-street parking bays for disabled people and a car club space.

There have been 48 objections and 1 representation supporting the proposal.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies, including the updated First Street Development Framework (FSDF), and the scheme would bring significant economic benefits in terms of investment and job creation. This is a highly sustainable location.

Economic Benefits: Construction costs of £130million are expected to deliver around 1,222 construction full time equivalent (FTE) jobs creating £95m GVA, and a further 2,700 indirect and induced FTEs, creating around £174.4m GVA whilst construction is underway. Once operational the development is expected to accommodate 2,922 FTE jobs, generating an annual total GVA contribution of almost £214m. The development would contribute business rates worth around £22.2m over the first ten years of operation.

Height, Scale, Massing and Design: The heights, scale and massing would be in keeping with the scale of development in and around the area and would continue the scale of development from First Street. The buildings would have a high quality design that would make a positive contribution to the street scene on this gateway route.

Residential Amenity: The development would have an impact on the amenities of existing residents in terms of loss daylight, sunlight and privacy. However, the impacts are considered to be acceptable in a City Centre context and not so harmful as to warrant refusal of the application.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions within and around the site following the development would be largely suitable for pedestrians and the intended uses, and the safety criteria would be met.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Introduction

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 17 December 2020 to enable a site visit to take place.

Description

The site is approximately 0.56 ha and bounded by City Road East, Medlock Street, River Street and Shortcroft Street. The Mancunian Way is 180 metres to the south. The site is occupied by a two to four storey, 1990s office building, on the Medlock Street frontage, with surface car parking and boundary trees and planting to the rear. City South, a five to eight storey apartment block, fronts Shortcroft Street to the south west; and the residential buildings of The Nile (up to eight storeys), Medlock Place (up to eight storeys) and Luminaire (up to 10 storeys) front City Road East to the north west and west of the site. To the south is a Premier Inn, with a 32-storey student tower adjacent. To the east across Medlock Street is a seven storey office building (Number 8 First Street) and planning permission was granted for a 17 storey office and hotel in December 2018, and for an 11 storey office in April 2020 for No 9 First Street.

The site is in the First Street Development Framework (FSDF) area which has been transformed into a mixed-use location involving large scale office, cultural and leisure developments, as well as high quality public realm. The Great Jackson Street SRF area is to the west beyond City Road East and includes Deansgate Square at Owen Street, which has four residential towers of between 37 and 64 storeys.

Two Listed Buildings are located within 250m of the Site: the Grade II Former Cotton Mill on Hulme Street (approximately 240m to the east); and the Grade II Rochdale Canal Lock Number 90 (approximately 250m to the north).



The Proposal

The proposed comprises two Grade A office buildings with a single ground floor and basement: Block 1 on the northern part of the site is 13 storeys; and Block 2 on the southern part of the site is ground plus 10 storeys. Up to 50,635 sqm of office floorspace is proposed and both buildings would have roof top amenity space and plant areas. Plant would be in the basement. The ground floor would have double height reception spaces with a shared main entrance on Medlock street, and a small coffee shop or restaurant on the corner of Block 1 on City Road East/Shortcroft Street. A covered walkway / winter garden would run east-west through the ground floor between the buildings and link Shortcroft Street and Medlock Street. The development would be set back to create a 15m wide vehicular and pedestrian route along Shortcroft Street, where a public realm area with rain gardens, two raised allotment beds, trees and seating would be provided. The allotment beds are intended to provide the opportunity for collaborative community engagement similar to those provided elsewhere in the City, such as at NOMA.

Cycle storage (including changing facilities and a cycle workshop) for 519 bicycles would be provided with access off Shortcroft Street. An additional six cycle spaces would be provided in the public realm on Shortcroft Street. Twelve on-street car parking spaces (six on City Road East, including two accessible car parking spaces, and six on Shortcroft Street) would be provided, replacing 10 City Council on-street car parking bays on City Road East. In addition, an on-street car club space would be provided on City Road East.

Servicing space, including refuse would be provided to the rear of the buildings, with a loading bay created on City Road East for Block 1 and one on Shortcroft Street for Block 2. Waste collections would be by a private collector at least three times a week with the management company responsible for moving the bins to and from the collection points. The bin provision would include:

Building 1: 8no. 1100L bins and 1no. 660L bin for general waste; 9no. 1100L bins and 1no. 660L bin for dry mixed recycling; and 3no. 1100L bins for glass recycling.

Building 2: 7no. 1100L bins for general waste; 8no. 1100L bins for dry mixed recycling; and 2no. 1100L bins for glass recycling.

Commercial Unit: 1no. 240L bin for general waste; 1no. 240L bin for dry mixed recycling; 1no. 240L bin for glass recycling; and 1no. 240L bin for food recycling.

The façades would be made from a pre-cast concrete load bearing frame with double height columns and inset curtain walling. Within each double height opening would be a floor supported on small perimeter columns set behind the glazing.







View from Medlock Street Looking North

The pre-cast concrete frame would have a light grey, polished finish and dark aggregate and acid etched finishes to the reveals. There would be a 3-metre wide, double-height colonnade, on Medlock Street which would step out from the building line to create a public space at the shared plaza and main entrance to the buildings. At the upper levels, the curtain walling to the southern and eastern façades of Block 2 and the eastern façade of Block 1 is set back 600mm from the back of the external structure to allow for increased shading and building energy efficiency. The façades of each building step in at the top floors to create external terraces and each upper floor of the buildings would have winter gardens and external terraces.

Consultations

Publicity - The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. Representations from 49 people have been received with the following comments:

Support – One representation supporting the development has been received, commenting: looks to be a good development, helping to boost an area of the city centre on the up, but would criticise the resilience of the materials proposed for the public realm.

Site Visit Request – A formal request for Members to conduct a site visit has been made.

Height – The proposed buildings are too tall and dense and not in keeping with the heights of the neighbouring buildings, which are 7, 8 or 9 storeys or lower. This is a predominantly low-rise residential area. The size would also impose on the Home development and give residents a sense of being crowded and boxed in (existing high-rise buildings are set further away). The building adjacent to City South should be the same height as City South, with the taller building fronting Medlock Street and the Premier Inn, and a wider buffer with more planting along Shortcroft Street. If other potential plans go ahead on the Premier Inn site and the car park on Garwood Street they will enclose this area in a canyon of tall buildings greatly reducing privacy and sunlight.

Loss of Daylight and Sunlight, and Overshadowing to Adjacent Properties – The heights and proximity of the buildings would result in residential buildings, such as City South and The Nile losing a substantial amount of natural and direct lighting, with many of the windows affected being kitchen/living spaces. Only about 12% of The Nile windows meet the Guidelines for Daylight/Sunlight from a baseline of about 94%, with some losing up to 100% of their natural daylight (which goes against paragraph 6 of the NPPG). The assumptions made in the Daylight and Sunlight Assessment are contradictory, disingenuous, inaccurate and cannot be relied upon. It says all developments should achieve acceptable standards but lower light levels may be unavoidable if a development is to fit in with its surroundings – the proposal does not fit in with its surroundings. It considers 54% to be a “small proportion”, when it is a majority. Bedrooms are considered to have a lesser requirement for daylight by the BRE as they are typically used at night and not as principal habitable rooms, which is incorrect - some bedrooms are also used as offices. Over 30

apartments (70 residents) in City South have single aspect living room/kitchen/diners next to Shortcroft Street. The office blocks would block out natural light into many people's living rooms by 75 to over 90%, with over 70 residents in City South affected. Many people work from home and would need artificial lights on all day on a cloudy day. It is misleading to show images of a sunny, cloudless sky in London with trees in full bloom; images of a dark drizzly day in Oldham would be more accurate. An eight storey office building would probably have less impact if it was set back further. The proposal is contrary to Core Strategy Policy DM1 which states that "all development should have regard to specific issues...including effects in amenity including privacy, light, noise" etc. or the Manchester Residential Quality Guidance which states "new development should seek to minimise loss of daylight to neighbouring residential properties, complying with statutory requirements and best practice".

Loss of Rights to Light – The 2014 Law Commission report states that a right to light can come into being where light has passed through a window for 20 years, from across a neighbour's land. It refers to the importance of natural light in homes and striking a balance between the importance of light and the importance of the construction of homes, offices etc. In 2006 the Court of Appeal granted a mandatory injunction requiring developers to take down part of a building that infringed an existing resident's right to light. The 'Heaney' case also shows that failure to take right to light matters seriously when planning and constructing a new building is likely to result in an order for demolition of the offending structure.

Loss of privacy – The building on Shortcroft Street is too close to City South, meaning office workers would be able to see into apartments and onto residential terraces. The offices at Home can already see into apartments.

Impact on Health – Residents' health, including mental health, will suffer due to lack of light, overlooking, increase in pollution etc. Will impact a resident with seasonal affective disorder.

Highways and Parking – This will lead to an increase in traffic resulting in further congestion and air pollution. Availability of parking around the complex will be even harder for visitors. The transport statement is limited in scope and does not appear to consider the upcoming developments that are planned for the local area; including a school and several large apartment blocks. These developments will see several thousand people moving to the area, who will need to commute to and from work.

Access – The proximity of the buildings would reduce access for the fire brigade to get City South residents out of their flats. It would prevent access to window cleaners, building maintenance equipment and to the City South car park. Any closure of Shortcroft Street during construction works would have a huge impact on access, as it is the only route from Deansgate to River Street (City South car park entrance) because of the River St one-way system.

Increase in Noise – from construction, office workers and increased bin collections (which would be right outside residents' windows and currently takes place at 3.30am). Shortcroft St would become a corridor of anti-social behaviour as students

or guests return from town to the new River Street Tower or Premier Inn. The height of the building and proximity to City South will reflect noise to all homes.

Not in accordance with the First Street Development Framework – This requires minimising the impacts of sunlight/daylight, noise, refuse management, privacy, rights of light and the wind environment.

Increase in Pollution – Increase in air pollution due to extra traffic during the construction and operational phases, as well as dust and debris from construction. The rear of the building, where the bins and debris would be, are planned to be next to City South living rooms and offices. There is already a problem with litter on the streets and construction workers dumping rubbish from their cars onto the pavements, which would be exacerbated. There would be an increase in light pollution from the offices having lights on all day and night.

Construction – This area already suffers from construction work going on at River Street and Owen Street – cars and construction vehicles driving the wrong way down River Street; workers shouting to each other and leaving cars idling outside bedroom windows at 7am; alarms on construction lifts sounding at 7.15am; 7am starts on Saturdays and Sundays; disruption, dirt, congestion, noise and disturbance. Residents would have to put up with another four years of this (they have already had six years of construction disruption). The proposed construction hours of a 7.30am start on weekdays and 8.30am start at weekends is not considered to be "normal working hours" by local residents. Question whether a 2.4m barrier around the site would provide adequate dust protection to the neighbouring properties during the demolition of the existing building.

Loss of Trees & Lack of Greenspace – there is no need to cut down the existing trees. The replacement trees will take a long time to grow to the current level and many will die as has happened at First Street. The City Centre has already lost more than 40 mature trees at the Medlock Street roundabout. There should be sufficient plans for maintained greenspace. The landscaping would offer nothing to residents but there is a site to the north of Macintosh Mill that the developer could fund to make into a small park.

Out of Keeping with the Area – The proposal contradicts the Great Jackson Street Framework, which sets out a vision for this area to be a residential neighbourhood. The building use, sizes and densities are out of keeping with the area, which is predominantly residential. The proposed colour is out of keeping. The existing residential developments are not considered in either the First Street Framework or the Great Jackson Street Framework, so fall between the boundaries of each plan and are thus never considered. Does not meet saved UDP Policy DC6.2, which states that "Development will not be permitted unless the scale and design of the development is compatible with the character of buildings in the surrounding area".

Poor Appearance – The proposed building is boring.

Loss of Existing Building – The existing building is an iconic Manchester landmark and is sympathetic to the surrounding area. To replace a relatively new, unique, landmark building that has architectural merit makes no sense.

Loss of View.

Does Not Comply with City Council's Climate Emergency Strategy - In addition to destroying carbon-soaking trees unnecessarily, it adds to car journeys into the city, adds more light pollution and adds more waste generation. The buildings' energy proposals are standard practice and do not go far enough towards the net zero carbon ambitions. The Environmental Standards Statement (ESS) states that solar photovoltaics are not being incorporated due to rooftop amenity space for the building occupants. However, given the climate of Manchester and use type of the development, how utilised will the rooftop amenity space be? It would be better suited for onsite energy production or green roof space to reduce the urban heat island effect and mitigate climate change. Embodied carbon is likely to be significant given the demolition and entire new construction of the development and has not adequately been considered. The development's structure appears to be concrete, which is a carbon intensive material, even when precast. Additionally, precast concrete reduces the ability to incorporate cement alternatives and reduce construction carbon.

Does Not Comply with City Council's Economic Strategy – The existing site is not under-developed, it has buildings and a car park on it. The proposed offices would have a negative economic impact. The demand for office space is falling due to the Covid pandemic and there is likely to be a permanent shift in flexible and remote working practices, with associated office downsizing. This development would create a further increase in redundant sites elsewhere in the city. It would bring no economic advantage to Manchester.

Commercial Unit Should be Retail Only – The area does not need another restaurant.

Insensitive Timing – The timing of this application is adding extra stress to residents who are contending with the effects of the Covid19 pandemic (job losses, incomes cut, illness), fire safety issues on the City South building (costing every owner between £20,000 and £120,000 to remediate) and rising building insurance. Many residents want to sell their apartments because of this application but cannot as they need a free fire certificate, so they are trapped.

Lack of meaningful pre-application community engagement consultation – The developer has not listened to residents who suggested a building no more than five storeys and 30 metres away from living rooms would be acceptable to residents.

Reduction in Property Values.

Site Would be Better Used for Residential or a Museum.

Consultation Responses

Highway Services - Requests further details on trip generation. Cycle parking and on-street parking proposals are considered to be acceptable in principle. Recommends further accessible parking be considered and lease parking be

secured in the First Street multi-storey car park. Recommends conditions regarding servicing hours, a construction management plan (CMP) and cycle parking. Off-site highway works would require a S278 agreement.

Environmental Health - Recommends conditions regarding servicing hours, fumes, CMP, commercial unit opening hours and acoustics, external equipment acoustics, lighting scheme, waste management, air quality and contaminated land.

MCC Flood Risk Management - Recommends conditions requiring Sustainable Urban Drainage Systems (SuDS).

United Utilities Water PLC - Recommends conditions regarding drainage.

Greater Manchester Police - Recommends a condition requiring the security recommendations of the Crime Impact Statement be carried out.

Environment Agency - The Environment Agency's Guiding Principles for Land Contamination should be followed as the site poses a risk of pollution to controlled waters due to past industrial activity.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, as well as 18th century commercial buildings and a reservoir and 19th century workers' housing. GMAAS therefore recommend a condition requiring a scheme of investigation and mitigation to excavate and record any remains.

Greater Manchester Ecology Unit - Recommends conditions regarding the protection of nesting birds, measures to enhance biodiversity, protection of the River Medlock during construction and drainage details regarding surface water discharge to the River Medlock.

Work & Skills Team - Recommends a condition requiring a Local Labour Proposal.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-

date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 6 - Building a strong and competitive economy - This high-quality scheme would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would redevelop a brownfield site on a key gateway route and would help to attract and retain a diverse labour market. It would provide offices within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into and complement uses within the wider area and would increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange and bus routes. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – The redevelopment of a brownfield site to construct a high density office building with other commercial uses would use the site effectively.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered. The high quality buildings would raise design standards, would be fully accessible and would include high quality and inclusive public space.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – This location is a highly sustainable and the development would achieve an approximate 13.06% improvement over the Part L 2013 Building Regulations benchmark. The site is in flood risk zone 1 and therefore has a low risk of flooding. It would use Sustainable Drainage Systems.

Section 15 (Conserving and enhancing the natural environment) – The submitted documents have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of a conservation area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC4 (Visitors - Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester. A number of Unitary Development Plan (UDP) policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible supporting sustainable growth and helping to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The office accommodation would support the City's role as the main employment location and primary economic driver of the City Region.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and would deliver economic and commercial development within the Regional Centre and would be consistent with the City Centre Strategic Plan. It would be close to sustainable transport and maximise use of the City’s transport infrastructure. It would

enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would support the City's economic performance by redeveloping a City Centre site and providing uses that generate employment. It would help to spread the benefits of growth across the City, helping to reduce economic, environmental and social disparities. The site is close to the City's transport infrastructure and the development would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and when in operational.

Policy EC3 (The Regional Centre) - The proposal would deliver high quality office floorspace. The site is within an area for employment growth on a highly accessible site. This would help to spread the benefits of growth across the City, help to reduce economic, environmental and social disparities and create inclusive sustainable communities. The site is connected to nearby transport infrastructure in an appropriate location for office development. It would maximise walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe) - The development would complement existing uses and is in accordance with the First Street Strategic Regeneration Framework. The development would be a high density, mixed use scheme that would provide an active ground floor use in addition to office accommodation.

Policy CC4 (Visitors - Tourism, Culture and Leisure) - The ground floor commercial unit would provide space for uses that would improve facilities for business visitors and would contribute to the quality and variety of the City Centre offer.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

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

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall in the area. The commercial unit would provide services for workers, visitors and residents.

Policy CC8 Change and Renewal – This scheme would support the City Centres employment and retail role and would improve accessibility and legibility. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would not have a detrimental impact on the character and appearance of any Conservation Areas or on the settings of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger lift. The site is in a highly accessible, sustainable location.

Policy T1 Sustainable Transport – The development would encourage a modal shift to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would improve connections to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design and would enhance the character of the area and the image of the City. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The design would be appropriate to the City Centre context. It would not have a detrimental impact on the character and appearance of any Conservation Areas or on the settings of nearby listed buildings and this is discussed in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building could be adapted in relation to climate change.

Policy EN9 Green Infrastructure – The development includes tree planting, rain gardens and allotments.

Policy EN14 Flood Risk – A Flood Risk Assessment and Drainage Strategy have been prepared and this is discussed in more detail below. The site falls within Flood Zone 1, which has a low probability of flooding.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

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

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

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

Saved Unitary Development Plan Policies

DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of any nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has an archaeological interest from Roman times or historical housing, and a scheme of investigation is proposed.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

RC20 - Area 22 (Small Area Proposals) – This identifies Medlock Street as having specific opportunities to achieve a wide range of activities. Medlock Street is seen by the UDP as a major gateway site. The proposals comply with these objectives.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to 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. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The key priorities for this area are:

- Delivering the first phases of new residential accommodation;
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park; and
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be largely consistent with achieving these priorities, although it should be noted that it falls within the First Street Development Framework where it is seen as a site for office development.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long-term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed development of the application site would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes tree planting, rain gardens and planting beds within the public realm. It would create pedestrian linkages through the site to the riverside walkway on City Road East, improving access to the River Medlock.

First Street Development Framework (FSDF)

First Street has been one of the City Council's key regeneration priorities for over a decade. The FSDF was endorsed by Manchester City Council in March 2011, published in 2012, updated in 2015 and further updated in November 2018. The SRF places a strong focus on creating a "sense of place". It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. The framework identified three distinct development areas of First Street, which incorporate the character zones First Street North, First Street Central, First Street South and the Creative Ribbon. The 2015 update extended the First Street Central area to include the sites on the west side of Medlock Street (which includes the application site) in order to integrate the area more fully with the areas around Knott Mill, as well as to create a clearer connection between the First Street area and the Great Jackson Street area to the west. The First Street Central area is the commercial heart of First Street, focused around large-floorplate Grade A office buildings.

The City Council endorsed a further update in November 2018, updating the development principles for this area and recognising that First Street Central could deliver greater scale and density of office accommodation, up to 17-storeys in height, to meet the level of demand in the area and maximise its contribution to the City's economic growth. The First Street Development Framework – Addendum (2020) is to be read alongside the 2018 Development Framework and updates the development principles relating to the application site. It expects developments to support the City Council in achieving its 2038 Net Zero Carbon target; improve east-west and north-south connections within the area; and be supported by a robust

Green and Blue Infrastructure Statement. It provides critical urban design criteria for the application site.

The planning application is broadly consistent with the updated Framework.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The City Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO2 from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and

recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient and to invest in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment (EIA) - The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017, but falls below the relevant thresholds that would require the development to be screened for the need

for an EIA. However, given the increase in density compared to the existing site, the City Council adopted a screening opinion to determine whether the proposed development is likely to give rise to significant environmental effects. The Screening Opinion concluded that, whilst the development would have some impact on the surrounding area, these impacts are predictable and would not be significant enough to warrant a formal EIA.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating the merits of this application. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. The City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the City Region. First Street has been identified as one of a number of priority locations, that will underpin the next phase of growth of the City Centre economy.

The principal regeneration objective at First Street is to create a major office destination. First Street North has delivered complementary uses and vibrancy and has strengthened First Street's 'sense of place". It has generated footfall and improved connections. Schemes are now coming forward for First Street Central and South.

The office accommodation would provide flexible and adaptable space and could be occupied by a single end-user or multiple tenancies. Thus the building could respond positively to the operational needs of occupiers looking for flexible city centre office space.

First Street is an established business location. Number One First Street and No.8 First Street are almost fully let following lettings to major national occupiers including Autotrader, Gazprom, Jacobs, Odeon, WSP and Ford Credit Europe. This demonstrates how the area has successfully addressed its target market of occupiers seeking accommodation with all the benefits of being within the City Centre with the offer of flexible accommodation at a price-point more akin to an out-of-centre development.

In the first quarter of 2020, Manchester's office market was continuing to perform robustly with further rental growth predicted. In the second quarter of the year, City Centre office take-up dropped dramatically as a direct result of the Covid-19 crisis. However, evidence, including reports from the Bank of England, suggests that the economy should return to pre-Covid levels by late 2021 to early 2022. This is well in advance of the completion of this proposal which is anticipated to begin construction in 2022 and last for no more than four years.

The proposal would generate around 1,222 full time equivalent (FTE) construction jobs, creating £95m GVA. A further £174.4m GVA would be generated through indirect (spill-over effects through the supply chain) and induced (knock-on consumer spending eg via wages) impact, supporting over 2,700 FTEs whilst construction is underway. Once fully occupied the development is expected to accommodate 2,922 FTE jobs (almost five times the site's current employment level), generating GVA

worth almost £214m per year. The proposal would also generate increased revenue from business rates due to the larger floor area of the proposed building over the existing, bringing in around £22.2m over the first ten years of operation.

The development would be fully compatible with existing and proposed surrounding land uses and would be a key part of the delivery of the next phase of development at First Street. It would revitalise this gateway site and provide a more efficient use of a prime employment site, ensuring that a strong supply of modern office accommodation can be provided to meet market needs. As well as being consistent with the First Street SRF, the development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with the City Council's current and planned regeneration initiatives post-Covid and with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Assessment of Context and Heritage

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered and the application is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

The site is not within a conservation area and is approximately 410m away from Castlefield Conservation Area and 520m away from Whitworth Street Conservation

Area. It is considered that the proposed building would not have an impact on these conservation areas due to the distance and limited visibility.

The following listed buildings are potentially affected by the proposal, all of which are Grade II: the former Cotton Mill on the west side of the junction with Cambridge Street; 13-17 Albion Street; and the Manchester South Junction and Altrincham Railway Viaduct. The impact of the development on the settings of these heritage assets has been assessed within the Heritage Statement. The assets are considered to be of moderate to low significance with their setting generally making a neutral contribution to their significance. The site generally makes a negligible or minor negative contribution to the settings and would have limited visual relationships with them due to existing buildings between the site and the heritage assets. The proposal would reflect the dense urban grain of the area and would not dramatically change the skyline, which already includes moderate to tall buildings. It is considered therefore that the proposal would not have a significant impact on the settings of the nearby listed buildings.

The Townscape and Visual Assessment assessed 11 viewpoints and found that the proposal would have a beneficial impact in most cases with neutral or negligible impacts in the other cases. The site is within the First Street SRF area and on the edge of the Great Jackson Street SRF area, where dense development is envisaged and much development is already complete. As discussed above, the proposals would fit in with the dense urban grain of the area and would not dramatically change the skyline, which already includes moderate to tall buildings.

The site has archaeological interest relating to Manchester's Roman origins and former late 18th and 19th century development. Any archaeological interest would be fully investigated and recorded, and this should be secured via a condition.

Architectural Quality

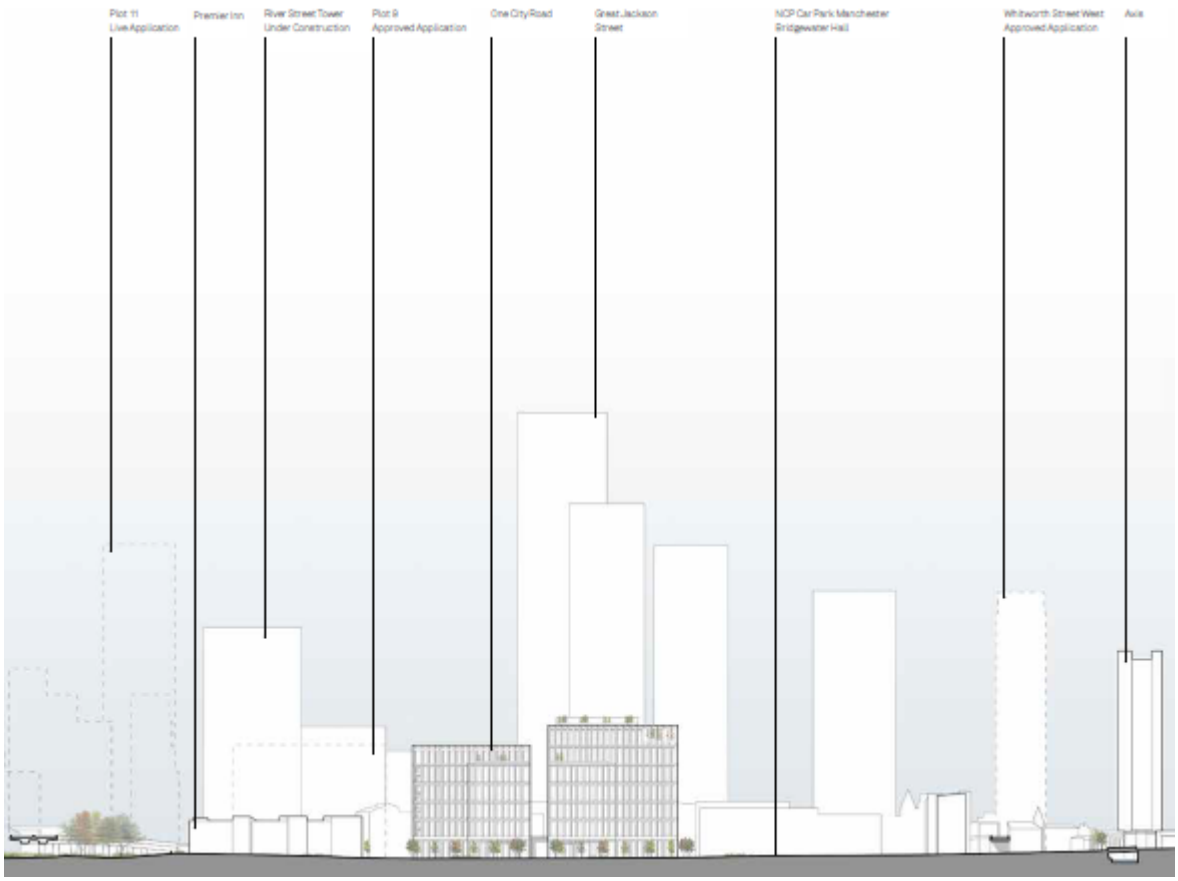
The key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The proposal would reinforce this gateway entry point to the City Centre. The buildings would be consistent with the scale and massing of development set out in the FSDF, providing a similar scale of buildings to those granted permission on the opposite side of Medlock Street. They would positively contribute to the nearby developments at First Street, Crown Street, Deansgate Square, River Street, Beetham Tower and Axis. The proposed development would form a transition between the towers within the Great Jackson Street area and the medium to tall buildings within First Street.

The development would retain the urban grain of the area and incorporate a pedestrian route through from Medlock Street to Shortcroft Street during the daytime. The facades would be cut back at the top floors to create amenity space

and reduce the visual mass of the buildings. This, along with the two-storey colonnade at the ground floor, would create a tri-partite subdivision that is characteristic of traditional Manchester buildings, as are the vertical proportions of the concrete frame. The proposed pre-cast concrete would be a high quality, long lasting material and a condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be required.

Given the above, it is considered that the proposal would result in high quality buildings that would be appropriate to their surroundings.



















Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, along with high quality design and construction standards to improve the energy efficiency of the buildings. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. In accordance with Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and the development would achieve high levels of insulation in the building fabric, a high specification of energy efficiency measures and an all-electric heating and hot water system. The development would achieve an approximate 13.06% improvement over the Part L 2013 Building Regulations benchmark and could achieve a 27.79% improvement over the anticipated update of Part L2A. A BREEAM pre-assessment gives the scheme a provisional rating of 'Excellent'. Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains viable. The applicant has experience of delivering large high quality buildings, such as 'The Lincoln', a 102,000 sq ft Grade A office building on Brazennose Street. The viability of the scheme has been costed on the quality in the submitted drawings.

The design team have recognised the high profile nature of the site and the required design quality. The design has been positively reviewed at pre-application stage by the PlacesMatter! panel and a significant amount of time has been spent developing the proposal to ensure it can be constructed and delivered.

Contribution to Public Spaces and Facilities

There would be a pedestrian route through the site in the form of a central atrium between the buildings. High quality hard and soft landscaping would be provided to the perimeter of the site, with tree planting and linear rain gardens, allotment planting beds that could be used by residents and seating on Shortcroft Street. The offices and commercial unit would bring activity to this area, enlivening and providing natural surveillance to the public realm. The proposal would provide permeability and enhanced connections to the wider First Street area, as well as surrounding neighbourhoods through the proposed pedestrian route through the site and the improved public realm.



1: Central Atrium

Effect on the Local Environment

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

(a) Daylight, Sunlight and Overlooking

The nature of high-density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The First Street Development Framework gives specific design principles for the site, which the proposal complies with, including:

- Building footprints should be set in from the western boundary to allow a route c. 15m wide;
- The development height should step down to the south to respond to the sun-path; and
- The delivery of contemporary well-designed medium height office buildings, extending the emerging density across First Street Central.

The main buildings that could be affected by the proposal in terms of sunlight, daylight and overshadowing are Medlock Place, The Nile and City South, which are to the north west, north and west of the site. A Daylight and Sunlight report considers the impact on these three buildings, referring to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The assessment uses Vertical Sky Component (VSC); and No Sky Line (NSL) to assess daylight and Annual Probable Sunlight Hours (APSH) for sunlight. The baseline figures indicate how many windows or rooms currently meet the BRE target. However, when the proposal is in place, a window or room meets the BRE criteria if it either meets the target or it is the same as or within 0.8 times of the baseline figure. This accounts for some proposed figures being higher than the baseline figure. 440 windows to 292 rooms in these buildings were assessed for daylight, with the following results:

Medlock Place - 51 windows to 35 rooms were assessed. For VSC, 14 (28%) would meet the BRE criteria with the proposal in place, with a baseline of 5 (1%). For NSL 18 (51%) rooms would meet the BRE criteria, with a baseline of 7 (20%).

The Nile - 192 windows to 130 rooms were assessed. For VSC, 24 (13%) would meet the BRE criteria with the proposal in place, with a baseline of 105 (55%). For NSL, 16 (12%) rooms would meet the BRE criteria, with a baseline of 122 (94%).

City South - 197 windows to 127 rooms were assessed for daylight. For VSC, 48 (24%) would meet the BRE criteria with the proposal in place, with a baseline of 84 (43%). For NSL, 43 (34%) rooms would meet the criteria, with a baseline of 112 (88%).

The sunlight assessment relates to windows that currently receive some direct sunlight.

Medlock Place – 17 (50%) of the 34 rooms assessed would meet the BRE criteria for APSH with the proposal in place, with a baseline of 23 (68%).

The Nile – 24 (19%) of the 130 rooms assessed would meet the BRE criteria for APSH with the proposal in place, with a baseline of 121 (93%).

City South – 7 (78%) of the 9 rooms assessed would meet the BRE criteria for APSH with the proposal in place, with a baseline of 7 (78%).

Whilst the proposal would have an impact on the amount of daylight and sunlight these windows and rooms would receive, the results should be considered in the context of a site that is uncharacteristically open for a city centre location and the buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, for the NSL and APSH methodologies, the baseline situation against which the impacts are measured do not represent the usual baseline situation that would be encountered within a city centre. These factors mean that it is inevitable that there would be a significant degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

The VSC baseline measurements are lower and in line with what is expected for a city centre location, despite the open aspect currently enjoyed, primarily due to the design of the residential buildings, and this needs to be taken into account when considering the daylight and sunlight impacts. Each of the three buildings affected are built up to the site boundary, with a number of deep, single aspect rooms facing this site. A number are recessed and positioned beneath balconies, which makes it

difficult for daylight and sunlight to penetrate into living spaces and places a high burden on the development site to maintain existing levels. This is demonstrated by the relatively high number of windows and rooms that do not meet the BRE Guidelines in the VSC baseline scenario, despite their relatively open aspect.

Together, the unusually open aspect of the existing site and the design of the surrounding buildings makes the existing buildings overly sensitive to changes in daylight and sunlight. The assessment therefore undertook a wider contextual analysis to compare the retained levels of daylight in the surrounding properties against other, established and successful City Centre areas where there are residential buildings. The results demonstrate that the levels of retained daylight would be comparable with these other areas of the City, such as St Georges, Macintosh Village and Knott Mill.

The assessment also considered the impacts if an eight-storey building had been proposed, mirroring the residential buildings. This would show the following results:

Medlock Place: For VSC, 31 (60%) of windows would meet the BRE criteria compared to 14 (28%) with the proposal. For NSL 27 (77%) rooms would meet the BRE criteria compared to 18 (51%) with the proposal. For APSH 25 (73%) rooms would meet the BRE criteria compared with 17 (50%) with the proposal.

The Nile - For VSC, 27 (14%) windows would meet the BRE criteria compared to 24 (13%) with the proposal. For NSL, 22 (17%) rooms would meet the BRE criteria compared to 16 (12%) with the proposal. For APSH 49 (37%) rooms would meet the BRE criteria compared with 24 (19%) with the proposal.

City South - For VSC, 53 (26%) windows would meet the BRE criteria compared to 48 (24%) with the proposal. For NSL, 44 (34%) rooms would meet the criteria compared to 43 (34%) with the proposal. For APSH there would be no difference, with 7 (78%) rooms meeting the BRE criteria compared with 7 (78%) with the proposal.

For Medlock Place there would be a noticeable increase in the number of windows and rooms that would have improved results if the development was eight storeys. However, the majority of the windows and rooms with improved results are bedrooms, which are considered to have a lesser requirement for daylight and sunlight. For The Nile and City South buildings there would be very little improvement should the proposal be reduced to eight storeys.

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The First Street SRF prescribes a separation distance of circa 15m between the proposed building and the City South building, which is achieved by the proposal at its closest point. The proposed building would be at least 16m from The Nile and 18m from Medlock Place. These separation distances are comparable to many other City Centre areas where there are residential buildings and are considered to be acceptable. The proposed office use would also mean that the building could be quieter during the evenings and weekends when neighbouring residents are more likely to be in their flats.

Given the above, whilst there would clearly be impacts on sunlight, daylight and overlooking, those impacts are considered to be acceptable in the city centre context.

(b) Wind

A desktop wind study has considered the existing wind effects and microclimate and the potential impact of the proposal, including an assessment of the cumulative effects of consented schemes in the area. The study shows that wind conditions within and around the site would be largely suitable for pedestrian uses and the safety criteria would be met. Conditions on the proposed terraces would be generally acceptable in terms of pedestrian comfort for general recreational use. The study predicts that there would be no significant cumulative effects once the surrounding consented schemes are built. Mitigation measures to achieve the suitable conditions include an increased level of planting near to the north west corner of the site and the use of solid glass balustrades on the balconies. Given the above, it is considered that the proposal would have an acceptable impact on the wind environment.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance.

At the operational stage poor air quality could be experienced by the ground and first floors where they face Medlock Street and River Street but this could be mitigated by mechanical ventilation for all office space, with the inclusion of appropriate filtration and air intakes positioned at higher levels and on non-road facing facades.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses, providing the above mitigation measures are employed.

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the commercial unit should be controlled via conditions. Offices themselves and any comings and goings are generally not noisy and are unlikely to create significant noise and disturbance to neighbours. Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration. In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of

the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on digital terrestrial television (Freeview) and FM radio due to the existing excellent coverage and robust nature of reception conditions. The use of tower cranes and the development itself may cause disruption to the reception of digital satellite television services in areas within 155 m to the immediate northwest of the tallest building, but this can be resolved by relocating dishes to new locations without an obscured line of sight to the satellites. If this is not physically possible, the use of DTT receiving equipment would offer affected views an alternative source of digital television broadcasts. It is suggested that the arm, boom or jib of any tower cranes when not in use are positioned to minimise interference. A condition requiring a post-construction survey and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would have an acceptable impact on TV reception.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network. The proposal would not have a car park so any vehicle trips associated with the development would be dispersed across the City's traffic network and would not, therefore, have a significant adverse impact on highway safety. The development is in a highly sustainable location close to public transport links and the proposal would include a Travel Plan to encourage alternative modes of transport to the car. Two parking bays for disabled people would be provided adjacent to the development on City Road East.

Contribution to Permeability

The development and public realm would improve permeability and legibility within the area and the ground floor commercial unit would create activity on City Road East. A public route would run during the daytime from Shortcroft Street to Medlock Street helping to improve pedestrian linkages between the Great Jackson Street, Knott Mill and First Street areas. The proposal would contribute positively to permeability, linkages and the legibility of the area and its townscape.

Provision of a Well-Designed Environment

The proposal would create a high quality environment, with a spacious entrance area and a colonnade to Medlock Street, improved public realm with high quality hard and soft landscaping, including semi-mature tree planting, rain gardens and allotments for use by local residents. The offices would have roof terraces and a commercial facility would be provided. The hard and soft landscaping, active street frontage and windows overlooking the streets would encourage activity and natural surveillance and contribute towards a well-designed environment.

Conclusion in Relation to the Tall Buildings Assessment

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the Historic England guidance and the proposals would provide a building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC19, DC20 and DC26.

Full access and Inclusive Design

The proposal would be fully accessible. Internal and external areas are inclusive and address the requirements of everyone and two of the parking spaces on City Road East would be parking spaces for disabled people. The proposals would therefore be consistent with sections 8 and 12 of the NPPF and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring vitality to this underused site and the broader area. The development would overlook and enliven the street scene and help to provide natural surveillance. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers that the proposal to be acceptable and it is recommended that a condition be attached requiring the development to achieve 'Secured by Design' accreditation.

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

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate planting, including semi-mature trees, rain gardens and allotments, to provide amenity space for users of the development and nearby residents. The proposal would enhance linkages to the First Street, Knott Mill and Great Jackson Street areas, including to the nearby riverside walkway adjacent to the River Medlock on City Road East. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. An ecological survey has found the existing building and trees to have negligible bat roosting potential, whilst some trees and shrubs could have some bird nesting potential. A condition restricting works to trees or shrubs in the bird nesting season should therefore be attached. The development could have an impact on the nearby River Medlock during construction and operation and conditions should therefore be attached to protect the river from any discharges. The landscaping could

enhance ecology and biodiversity, and bird and bat roosting boxes should encourage wildlife. A condition should require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As contamination may exist on the site a condition should require a site investigation that also considers any impacts to controlled waters. In view of the above, the proposals would be consistent with section 11 of the NPPF and policy EN15 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is not in an area susceptible to flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance. The proposed surface water drainage would achieve a peak runoff rate of 50% of the existing site runoff rates. The assessment recommends attenuation for surface water be located underground in tanks or oversized pipes, or at roof level, thereby contributing to measures to combat the impacts of climate change. Conditions should be attached requiring the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Waste Management

A waste management strategy shows that the proposal would accommodate adequate bin storage. For the offices the bin stores would accommodate: 15 x 1100L bins and 1 x 660L bin for general refuse; 17 x 1100L bins and 1 x 660L bin for dry mixed recycling; and 5 x 1100L bins for glass recycling. The following bin storage would be provided for the commercial unit: 1x 240L bin for general waste; 1x 240L bin for dry mixed recycling; 1x 240L bin for glass recycling; and 1x 240L bin for food recycling. The commercial unit would store waste within their demise and transfer it at the end of each day to the bin store in Building 1. The management company would move waste to and from the bin stores to the collection points on City Road East and Shortcroft Street on collection day. A condition should be attached to any approval to ensure that the waste management strategy is implemented.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The public realm would enhance green infrastructure and should improve biodiversity and enhance wildlife habitats. Opportunities to enhance and create new biodiversity such as bat and bird boxes should be required via a condition.

The development would exceed the requirements of policy EN6 by achieving a 13.06% improvement over Part L2A 2013 for CO2 emissions (i.e. a 19.06% increase on Part L 2010). It is estimated that the development could achieve a CO2 reduction of approximately 27.79% once the anticipated Part L 2020 Building Regulations come into force.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. There would be no on-site car parking and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 519 cycle spaces along with showers and changing facilities and a cycle workshop to encourage and enable people to cycle to work.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall, the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

COVID-19 Potential Impacts

The City Centre is the region's economic hub and a strategic employment location, with a significant residential population. There is an undersupply of Grade A floor space and residential accommodation and it is critical to ensure a strong pipeline of residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and local authorities have already taken steps to help employers cope with the initial lockdown periods. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important Grade A office scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Response to Neighbour Comments

It is considered that the majority of issues have been addressed in the report. However, further comments are provided below:

A Construction Management Plan would be a condition and issues of disturbance can be dealt with under Environmental Health legislation. Construction work should take place within the following City Council approved construction working hours unless special dispensation is given for particular circumstances: Monday to Friday 07:30-18:00; Saturday 08:30-14:00; and no working on Sundays or Bank Holidays. As well as a 2.4m high barrier, other appropriate dust suppression techniques would be employed during demolition.

The residential buildings should have their own means of escape in the form of protected stair enclosures, and a 15m gap would be maintained between City South and the new building, which is considered to be adequate to accommodate fire rescue vehicles, building maintenance equipment etc. River Street and Medlock Street would remain open during construction allowing access to the car park. The bin stores are within the buildings and would be cleaned and managed by the management company, and the building contractor would need to operate in accordance with a construction management plan.

While the offices may be used in the evenings, this is likely to be in a very limited capacity and the principal use is likely be within regular business hours. A condition would be applied to any external lighting to prevent glare. UDP Policy DC6.2 relates to 'Housing on Backland Sites' and is not applicable to the consideration of this proposal. The existing building is outdated for modern office purposes and does not make effective use of the site. It is not listed as worthy of retention for its architectural or historic significance.

The buildings have sustainability embedded into their design and materiality. The load bearing precast concrete façade can be considered sustainable in having fewer manufacturing processes compared to materials such as steel; it can be sourced locally in the UK, reducing transportation distance to site; it can be dismantled and re-used at end of use, and therefore has an overall reduced environmental impact. The concrete also acts to absorb heat during the day and then releases it at night when the building would otherwise cool significantly. Solar shading from the expressed façade acts to reduce overheating. Precast concrete is a modular technique fabricated in a factory, which means it can be constructed more efficiently with less waste than on-site casting.

The proposed uses give flexibility for an end user and are considered to be acceptable in this City Centre location. The proposal has come at a time when the City Centre requires more Grade A office space and investment and it would significantly improve the landscape and public realm for use by residents as well as office workers.

The applicant has considered all pre-application comments and has proposed a scheme that complies with the First Street SRF and planning policy. A set-back of 30m from adjacent properties and/or a limit of 5 storeys would render the project unviable. The adopted First Street Strategic Development Framework outlines the site as being suitable for office use

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre, contribute to the supply of Grade A office accommodation, provide significant investment in the City Centre, thereby supporting the economy, and create both direct and indirect employment. The development would be consistent with national and local planning policy and would promote a quality neighbourhood and sustainable travel patterns. The site is appropriate for a building of this scale and the development would be well designed and of a high quality.

Office development would be consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. There is an identified need for this use within the City Centre Strategic Plan and the First Street SRF. It would therefore assist in the promotion of sustained economic growth within the City.

The proposal would not have an impact on conservation areas and it would not harm the settings or significance of the nearby listed buildings.

The impact on residential amenity would be consistent with its City Centre location and would regenerate a site that is in need of investment and development, reinstating the urban grain, providing additional public realm and increasing permeability.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement; the Zero Carbon Framework; the Climate Change and Low Emissions Plan; and Green and Blue Infrastructure Strategy.

Given the above, it is considered that the proposal is in accordance with the City's planning policies and regeneration priorities, including the adopted Core Strategy, the relevant Strategic Development Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework, and should be approved.

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

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

benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

In assessing the merits of a planning application, officers will seek to work with the applicant in a positive and pro-active manner to finding solutions to problems arising in relation to dealing with the application. The officer provided advice with regard to inclusive access.

Conditions to be attached to the decision

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawing numbers
140_MP_00_1000 Rev C Existing Site Location Plan
140_MP_00_1001 Red Line Boundary Plan
140_MP_00_1100 Demolition Ste Plan
140_MP_00_1200 Proposed Site Plan
140_MP_02_2199 Rev A Basement, General Arrangement Plan
140_MP_02_2200 Rev B Ground Floor, General Arrangement Plan
140_MP_02_2201 Rev B 1st Floor, General Arrangement Plan
140_MP_02_2202 Rev B 2nd, 4th, 6th & 8th Floor, General Arrangement Plan
140_MP_02_2203 Rev B 3rd, 5th, 7th & 9th Floor, General Arrangement Plan
140_MP_02_2210 Rev B 10th Floor, General Arrangement Plan
140_MP_02_2211 Rev B 11th Floor, General Arrangement Plan
140_MP_02_2212 Rev B 12th Floor, General Arrangement Plan
140_MP_02_2213 Rev B 13th Floor, General Arrangement Plan
140_MP_02_2214 Rev B 14th Floor, General Arrangement Plan
140_MP_02_2215 Rev B Roof, General Arrangement Plan
140_MP_04_2201 Rev A Elevation BB, Medlock Street
140_B2_04_2202 Rev A Elevation CC, River Street
140_MP_04_2203 Rev A Elevation DD, Shortcroft Street
140_B1_04_2200 Rev A Elevation AA, City Road East
140_B1_04_2204 Elevation EE, B1, Central Atrium
140_B2_04_2205 Elevation FF, B2, Central Atrium
140_MP_05_2200 Rev A Section AA
140_B2_10_4201 Bay Study 01, GF Colonnade Entrance
140_B2_10_4203 Bay Study 03, External Balcony
140_B2_10_4204 Bay Study 04, Shortcroft St, Back of House

2527-PLA-XX-XX-DR-L-0001 Rev P04 One City Road - Landscape GA
2527-PLA-XX-XX-DR-L-0002 Rev P02 One City Road - Hardworks
2527-PLA-XX-XX-DR-L-0003 Rev P02 One City Road - Softworks
2527-PLA-XX-XX-DR-L-0004 Rev P02 One City Road - Furniture
2527-PLA-XX-XX-DR-L-0005 Rev P02 One City Road - Lighting

13842-BKP-V1-XX-DR-C-530 Rev P1 Existing & Proposed Hardstanding Area

Design & Access Statement Issue No.01 dated 11.09.2020 by Jon Matthews Architects;
Air Quality Assessment Ref: 1027521-RPT-AQ-001 dated 26 August 2020 by Cundall;
Archaeological Desk-Based Assessment Report No: SA/2020/60 by Salford Archaeology dated August 2020;
Crime Impact Statement version C: 26/08/20 Reference: 2020/0438/CIS/01 by Greater Manchester Police;
Energy & Environmental Standards Statement Ref: P1370-ES-001 Rev B by Novo;
Local Labour Undertaking to Manchester City Council by Commercial Development Projects Ltd dated 19/08/20;
Planning Statement (including Blue and Green Infrastructure Statement) dated September 2020 by Deloitte;
Townscape & Visual Impact Assessment (TVIA) dated 11.09.20 by Planit-IE;
Television and Radio Reception Impact Assessment Issue:0.2 by GTech Surveys Limited;
Ventilation Statement Ref: P1370-POL-001 Rev B by NOVO;
Wind Microclimate report 1300125rep1v2 dated 10 September 2020 by Arcaero (Architectural Aerodynamics Ltd);
Environmental Noise Study Ref: PR0641-REP01A-MPF dated August 2020 by Fisher Acoustics;
Arboricultural Impact Assessment dated August 2020 by TEP (The Environment Partnership);
Ecological Assessment dated July 2020 by TEP (The Environment Partnership);
Daylight and Sunlight Assessment dated 25 September 2020 by GIA;
Flood Risk Assessment and Drainage Statement Job No. 13842 dated August 2020 by Booth King Partnership Limited;
North West SuDS Pro-Forma received by the City Council as local planning authority on 30 October 2020;
Phase 1 Geoenvironmental Desk Study & Ground Stability Risk Assessment for Land at One City Road, Project No: NX406 dated 26 August 2020 by NX Consulting Ltd;
Heritage Statement dated September 202 by Deloitte;
Waste Management Strategy Rev: V02 Ref: 76657-CUR-00-XX-RP-TP-003, dated 26 August 2020 by Curtins;
Interim Travel Plan, Revision V02, Ref: 76657-CUR-00-XX-RP-TP-002, dated 26 August 2020 by Curtins; and
Transport Statement, Revision V02, Ref: 76657-CUR-00-XX-RP-TP-001, dated 26 August 2020 by Curtins.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

4) a) Prior to the commencement of development, a scheme for the investigation of the site for all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas (the Site Investigation Proposal) shall be submitted to and approved in writing by the Local Planning Authority.

b) The measures for investigating the site identified in the approved Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

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

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

5) No development shall take place unless and until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to Greater Manchester Archaeological Advisory Service and the City Council as local planning authority for agreement in writing. The WSI shall cover the following:

a. A phased programme of fieldwork to include:

- targeted evaluation trenching, leading where necessary to;
- targeted open area excavation;

b. A programme for post investigation assessment to include:
- analysis of the site investigation records and finds;
- production of a final report on the significance of the archaeological and historical interest represented;

c. Deposition of the final report with the Greater Manchester Historic Environment Record.

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

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

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

6) a) Prior to the commencement of development, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phase of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships;
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month of the first occupation of the development, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to pursuant to policies EC1 of the Core Strategy for Manchester.

7) a) Prior to first occupation of the offices, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the operation elements of the office development shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the occupation phase of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships;
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of the development, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to pursuant to policies EC1 of the Core Strategy for Manchester.

8) Prior to the commencement of development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt shall include:

* A method statement to protect the River Medlock from accidental spillages, dust and debris, including identification of all existing surface water drainage on site;

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Vehicular routing and phasing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*Sheeting over of construction vehicles; and

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

9) Prior to the commencement of development, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for

assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

10) a. Full detailed designs (including the introduction of traffic regulation orders and other potential traffic measures if required) of all highways works, including the provision of two service laybys, two on-street parking spaces for disabled persons and one car club parking space, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

b. The highway works approved under part a. of this condition shall be implemented in accordance with the approved details prior to the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

11) Prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the buildings shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the buildings, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

12) Prior to the commencement of development, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

(i) Details of the proposed hard landscape materials;
(ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
(iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;

(iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
(v) Details of the proposed street furniture including seating, bins and lighting; and
(vi) Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

13) Prior to the commencement of development, details of surface water drainage works designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

o Proposed attenuating green SuDS solution (as listed within the FRA dated August 2020) to be illustrated on proposed drainage layout;

o Runoff volume in the 1 in 100 year 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of achieving greenfield runoff rates, where feasible. As the site has existing structures, hydraulic calculations of the existing drainage system should be used to calculate brownfield run-off rates, this should also include a 50% betterment as per MCC Local Flood Risk Management Strategy;

o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with a 40% allowance for climate change in any part of a building;

o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

o Assessment to show that surface water drainage to the River Medlock would not increase the sediment and pollutant loads in the River Medlock.

o Further investigation of groundwater levels on site and where necessary appropriate mitigation measures should be put in place to ensure that the proposed basement level does not become susceptible to groundwater flooding;

o Hydraulic calculation of the proposed drainage system; and

o Construction details of flow control and SuDS elements.

The approved scheme shall be implemented before first occupation of the development.

Reason - To promote sustainable development, secure proper drainage, manage the risk of flooding and pollution and to protect the ecological potential of the River Medlock, pursuant to national policies within the NPPF and local policies EN08, EN14 and EN15 of the Core Strategy.

14) No development shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of the development and thereafter managed and maintained in accordance with the approved details. Those details shall include:

a. Verification report providing photographic evidence of construction as per design drawings;

b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

15) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

16) Prior to the commencement of development, studies containing the following, with regard to television reception in the area containing the site, shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measurements of the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Issue:0.2 by GTech Surveys Limited before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications and shall include an assessment of the survey results obtained.

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

17) The office premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

Prior to first occupation of the office development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The

verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

18) The ground floor commercial unit shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

Prior to first occupation of the ground floor commercial unit a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

19) Prior to first occupation of the development, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.
Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.
Prior to first occupation of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

20) External areas within the application site shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

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

21) Prior to commencement of development, mitigation measures to safeguard local air quality shall be submitted to and agreed in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

22) Facilities for the storage and disposal of waste shall be provided in accordance with the Waste Management Strategy Rev: V02 Ref: 76657-CUR-00-XX-RP-TP-003, dated 26 August 2020 by Curtins before first occupation of the development. The Waste Management Strategy Rev: V02 Ref: 76657-CUR-00-XX-RP-TP-003, dated 26 August 2020 by Curtins shall be implemented in full and shall remain in situ whilst the development is in operation.

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

23) Fumes, vapours and odours shall be extracted and discharged from any hot food use of the ground floor commercial unit in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

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

24) The ground floor commercial unit shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

25) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

26) Any food or drink use within the ground floor commercial unit shall operate in accordance with an Operating Schedule that has been submitted to and approved in writing by the City Council as local planning authority before the use commences. The Operating Schedule shall include a dispersal procedure for the premises (for the prevention of crime, disorder and public nuisance).

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

27) During the operational phase of the development, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

28) a. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. Prior to implementation of any proposed lighting scheme details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants within this and adjacent developments) shall be submitted to and agreed in writing by the City Council as local planning authority.

b. Prior to first occupation of the development, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for the implementation of those measures.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

29) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement version C: 26/08/20 Reference: 2020/0438/CIS/01 by Greater Manchester Police. No building shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

30) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

31) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

32) Prior to first occupation of the building, the applicant shall provide a commitment, to be agreed with the City Council as local planning authority, that ensures that the parking needs of all disabled users of the buildings are met at a reasonable cost.

Reason - To ensure that the requirements of disabled guests are met in relation to parking and access, pursuant policies T1, T2 and DM1 of the Manchester Core Strategy.

33) The wind mitigation measures set out in the Wind Microclimate report 1300125rep1v2 dated 10 September 2020 by Arcaero (Architectural Aerodynamics Ltd) and shown in the approved drawings shall be fully implemented before first occupation of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

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

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

35) Before first occupation of the development, one Car Club space shall be provided at the expense of the applicant in accordance with the approved drawings.

Reason - In the interests of providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

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

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

37) Step-free access for disabled persons shall be provided into and throughout the buildings at all times that the buildings are in use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

38) The offices hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

39) The ground floor commercial unit hereby approved shall be used only for the display or retail sale of goods or for the sale of food and drink for consumption (mostly) on the premises as set out under parts (a) and (b) of Use Class E and for no

other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for retail or food and drink purposes.

40) Apart from where identified on the approved drawings, the windows at ground level, fronting onto River Street, Shortcroft Street, Medlock Street and City Road East shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed windows are an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

41) No externally mounted telecommunications equipment shall be mounted on any part of the development, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 128002/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police

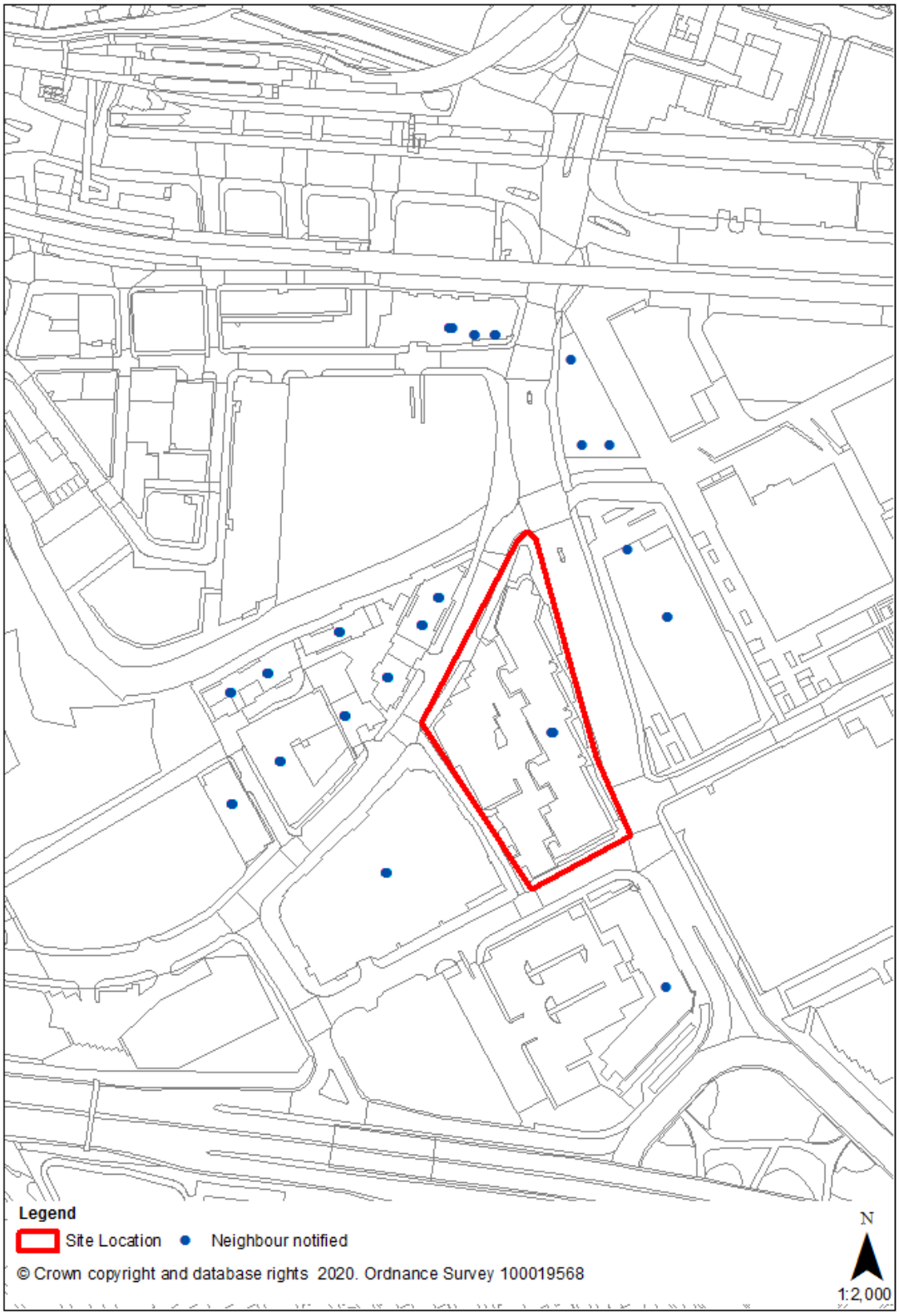
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Manchester Water Safety Partnership
Urban Design & Conservation
Work & Skills Team
GM Fire Rescue Service
Manchester Water Safety Partnership

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Work & Skills Team

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk


Legend
Site Location
Neighbour notified
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