Deloitte.

2-3 Hardman Boulevard Spinningfields, Manchester

Supporting Planning Statement

August 2013
On behalf of Allied London Properties Ltd

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1 Introduction

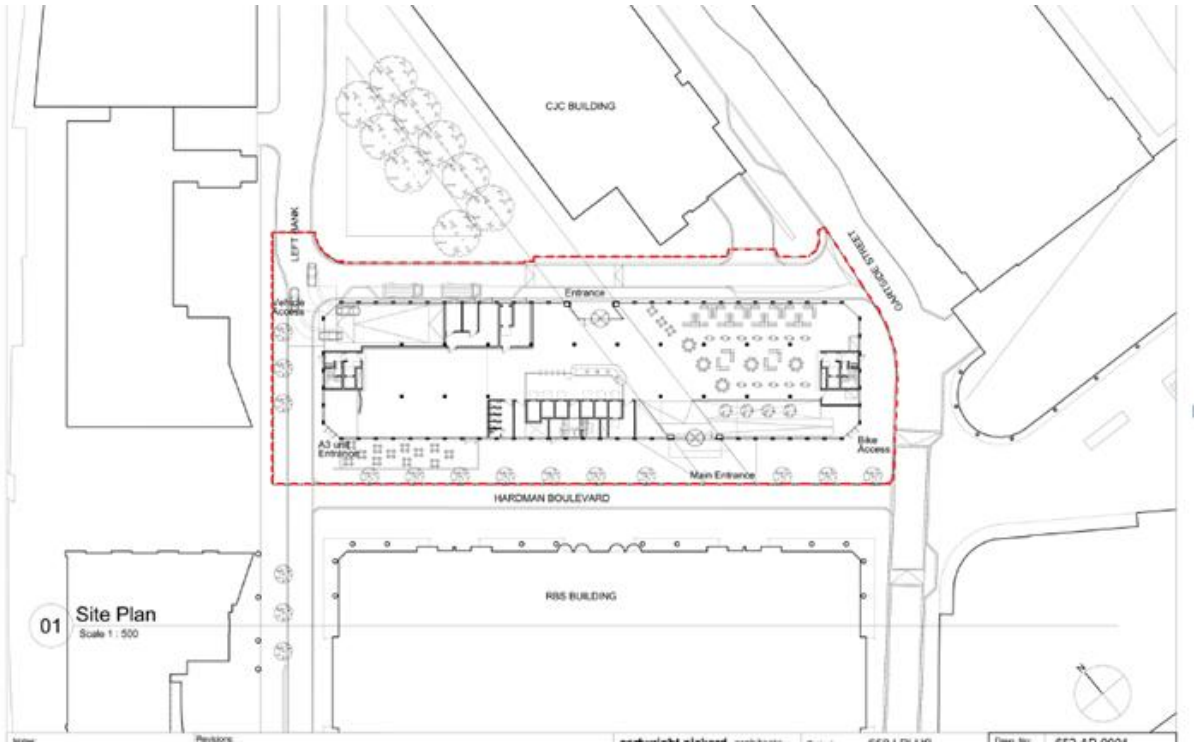
Introduction

1.1 This Supporting Statement accompanies an application for full Planning Permission, submitted to Manchester City Council (MCC) on behalf of Allied London Properties Ltd, in respect of the development of 2-3 Hardman Boulevard (formerly known as Plots 406-407) in Spinningfields for predominantly office uses.

1.2 Spinningfields has become established as a world class office destination for financial and professional services and wider mix of other uses including high quality civic, residential, hotel, leisure and retail space in a carefully planned and managed environment offering very high quality public realm.

1.3 The application site (as shown on Figure 1 below) is identified within the adopted Spinningfields Masterplan and Planning Guidance as a key development site located at an important entrance route into Spinningfields.

Figure 1.1: Site Location



1.4 The site has previously benefitted from Planning Permission for construction of an 9 storey office building (Use Class B1) with ground floor retail (Use Classes A1, A2, A3 and A5),a pedestrian arcade and basement car parking with related access, servicing, landscaping and associated works. Planning Permission was granted on 16 February 2006 (Ref 077865/FO/200/C1).

1.5 The proposed development is also a 9 storey development designed to provide a new genre of intelligent workspace with a design based on Allied London's 'iplus' concept. The development offers extremely flexible shell accommodation with structural floor heights of 4.2 metres and a servicing and structural strategy to enable a vast array of alternative category A and bespoke tenant fit-out options.

1.6 The intent is to provide occupiers with flexible occupational density options where they can expand and reduce their workforce over time within their demise whilst reducing the period from occupier property selection to their occupation.

1.7 The flexible nature of the space is further amplified at ground level with the incorporation of a managed public walkway through the building that incorporates a public business lounge and also a dedicated cycle ramp with a specialist cycle storage facility and cycle themed gym. This further elaborates the successful animated ground floor areas that permeate Spinningfields.

1.8 The proposals align with the fact that Spinningfields has become a proven priority location for office occupiers and this development is able to satisfy the varied demand from financial, legal and TMT sectors by way of its flexible fit-out options. Furthermore the in-built resilience provided by the flexible occupational density and array of fit-out options is proving to be attractive to funders.

1.9 In addition to the office space, the proposals incorporate a restaurant unit adjacent to the western end of Hardman Boulevard. The restaurant will provide an amenity for the proposed multi-occupancy building and will add to the existing offer at Spinningfields as well as contributing towards the provision of an active edge to Hardman Boulevard.

1.10 The proposed development provides two levels of basement car parking and a cycle hub offering secure spaces and shower / locker facilities. These enhanced cycle facilities offer further transport options to enhance the recent additional pedestrian connectivity to Salford Central via the new Irwell footbridge.

1.11 The proposed basement is accessed from Left Bank and a separate service access is provides via a lay-by at the western end of new Court Street. Revisions to the surrounding public realm and adjacent service road aim to achieve a fully accessible route with minimal differentiation of finishes between internal and external areas. This assists in drawing people through the building and will further animate the areas adjacent to the Civil Justice Centre and Hardman Boulevard.

1.12 In terms of its key development parameters of use, layout, amount, scale, external appearance, access and landscaping the proposed development is entirely in accordance with the adopted Spinningfields Masterplan and Planning Guidance as well as adopted planning policy at the national and local levels. This point is further elaborated within Section 4 of this report.

1.13 The development is described in the application forms as:

"Erection of a new office building comprising offices (Class B1), ground floor retail (Class A3), a gym (Class D2), basement car parking, cycle parking provision, related highways, access, servicing, landscaping, roof top plant and associated works."

1.14 The proposals will deliver a number of important benefits, including:

- Providing a viable basis for completing the next phase of the regeneration of Spinningfields. In doing so, the proposals will fully utilise a previously developed site and deliver added value economic growth, aligned to two of Manchester's key target growth sectors (financial and professional services and telecommunications, media and technology (TMT) as identified in the GM Strategy (2012).

- The proposals are aligned to known occupier requirements and will be highly attractive to a potentially different type of occupier attracted to the highly flexible and high quality accommodation and environment that the proposed development will create.
- Creating high density employment within one of Manchester City Centre's priority regeneration areas and key strategic employment locations is highly desirable in order to maximise the economic potential of the site. The site's locational benefits can largely be attributed to its accessibility to a choice of modes of transport, the quality of the public realm, services and facilities at Spinningfields, and, the agglomeration benefits of being located in Manchester City Centre and in particular at one of its principal employment areas.
- The introduction of enhanced cycle facilities offers further transport options to enhance the recent additional pedestrian connectivity to Salford Central via the new Irwell footbridge.
- A building that is designed to be appropriate to the character and appearance of the buildings surrounding the site and is of a distinctive design, occupying an important plot within the Spinningfields development.
- The building is designed to be accessible to all users including those whose mobility is impaired.
- The proposals fully accord with the objective of improving permeability and pedestrian linkages throughout Spinningfields and are consistent with the most recently adopted Masterplan for Spinningfields and Planning Guidance for the area.

The Applicant

1.15 Allied London Properties Ltd is committed to the comprehensive redevelopment and regeneration of Spinningfields, of which I-Plus is an important part.

1.16 In partnership with Manchester City Council, Allied London has transformed Spinningfields to create a vibrant new destination and community – an international business district, legal centre, premium retail thoroughfare, dining destination and modern residential environment.

Pre-application consultation

1.17 The application proposals have been prepared in consultation with Manchester City Council and Greater Manchester Police, who have confirmed their support for the proposals subject to the advice set out in the Crime Impact Statement.

1.18 Adjoining owners and occupiers, including office occupiers and the Courts, have been advised of the proposals through correspondence and dialogue.

Application Documentation

1.19 This Planning Statement should be read in conjunction with the following supporting documents submitted as part of this application:

- Planning application forms, agricultural holdings certificate and ownership certificate B;
- Application red-line boundary plan prepared by Cartwright Pickard Architects;
- Existing site plan prepared by Cartwright Pickard Architects;
- Elevations, plans and sections prepared by Cartwright Pickard Architects;
- Design and Access Statement prepared by prepared by Cartwright Pickard Architects;
- Transport Statement prepared by Vectos;
- Refuse Management and Servicing Strategy prepared by Vectos;

- Acoustic Report prepared by Sandy Brown Associates;
- Ground Conditions Report prepared by Capita Symonds;
- TV Reception Survey prepared by Taylor Brothers;
- Ventilation Strategy prepared by Grontmij;
- Environmental Standards Statement, incorporating a BREEAM Pre-Assessment prepared by Grontmij;
- Energy Statement prepared by Grontmij;
- Statement of Community Consultation prepared by Deloitte;
- Construction Management Plan prepared by 2 Hardman Boulevard Investments Ltd;
- Sunlight and Daylight Assessment prepared by Mott Macdonald;
- Archaeological Assessment prepared by Dr Peter Arrowsmith;
- Crime Impact Statement prepared by Greater Manchester Police; and
- Public Realm Plan prepared by Hyland Edgar Driver.

1.20 The approach to the application documentation has been agreed with Manchester City Council as Local Planning Authority.

Document Structure

1.21 The remainder of this Planning Statement in structured as follows:

- Section 2 – describes the proposal site and surrounding area.
- Section 3 – provides a description of the proposed development.
- Section 4 – assesses the proposals in relation to planning policy requirements at the national and local level.
- Section 5 – addresses the manner in which the proposals respond to site specific planning considerations.
- Section 6 – concludes by summarising the case for the grant of Planning Permission.

2 Site Location and Context

Site Description

2.1 The application site comprises Plots 406 and 407 of the Spinningfields Masterplan – a parcel of land that is bound by Left Bank to the west, Hardman Boulevard to the south, New Gartside Street to the east and the North West Service Road to the north.

2.2 The site area is 0.38 ha and is currently vacant. The site lies within the heart of the Spinningfields master plan.

2.3 The surrounding land uses are predominantly office and judicial. Directly to the north of the site is the Civil Justice Centre, and to the north east lies the Crown Courts building. To the south, on the opposite side of Hardman Boulevard, is the The Royal Bank of Scotland's non-customer facing office building. Immediately to the west of the site are of the Left Bank Apartments.

2.4 The proposals will face onto Hardman Boulevard, which forms a key pedestrian route within the heart of Spinningfields, and makes a significant contribution towards the area's permeability and connectivity with the remainder of Manchester City Centre located to the north, south and east of Hardman Boulevard and Central Salford to the west.

Environmental Designations

2.5 The site is not situated within a Conservation Area and the only Listed Building within the vicinity of the site is the Grade II Listed Pump House People's History Museum.

Planning History

2.6 The site has previously benefitted from Planning Permission for construction of a nine-storey building to accommodate a mix of uses including retail (A1/A2/A3/A5) at ground floor level, further offices (B1), a pedestrian arcade and basement car parking. That Planning Permission was granted on 16 February 2006 (Ref 077865/FO/200/C1) and has now expired.

2.7 The description of the development associated with that development was as follows:

> *'Erection of an office building (Use Class B1) with ground floor retail (Use Classes A1, A2, A3 and A5), a pedestrian arcade and basement car parking with related access, servicing, landscaping and associated works'.*

Economic Context

2.8 The Manchester Independent Economic Review (MIER) was the most robust analysis ever undertaken of a City, led by global experts. It identified priorities to enable the Manchester City Region to pioneer a new model for sustainable economic growth based around a more connected, talented and greener City Region where the prosperity secured is enjoyed by many.

2.9 The MIER identifies that Manchester plays a key role in the UK economy, and concludes that:

> "Manchester's size and potential makes it pre-eminent amongst the Cities of the North and a natural complement to the south eastern power house of the UK economy. It has essential economic assets, scale, connectivity and …an international seat of learning of the highest quality … Manchester does have a route to long term growth that would make a meaningful difference to the UK as a whole."

2.10 However, MIER also states that the City Region is "currently punching below its weight in productivity terms".

2.11 Manchester City Centre is the primary driver of economic growth in the City Region. More specifically, the economic health, vitality and competitiveness of city centre core, which is the focus for the largest regional concentration of financial and professional services in the UK, is crucial to the long term economic success of Manchester and the wider area.

2.12 In order to improve the economic output of the City Region, it is considered essential for the City Core to keep ahead of changes in demand from occupiers for new workspace and new working environments.

2.13 It identifies that key employment areas such as Spinningfields will act as a key location for the future growth of the City Centre economy. The scale and potential of committed and future development that is proposed within these areas will contribute significantly to the growth of the business base of the City Core.

2.14 Following on from MIER, the GMS (GMS) provides a joint working strategy between the Greater Manchester (GM) local authorities for achieving sustainable economic growth across the City Region and was originally prepared in 2009 as a response to the MIER.

2.15 The Association of GM Authorities (AGMA) is now consulting on an update to the 2009 GMS, which aims to review and refresh the strategic approach to growth in the Manchester City Region taking into account the current global, national and local economic challenges. These challenges include a *"…rapidly changing global economic context, the rise of new economies on the world stage and the relative decline of the West."*

2.16 The Strategy identifies that many of the key growth sectors for Manchester are particularly agglomeration sensitive, including financial and professional services, and the core employment areas identified within the Core Strategy (including Spinningfields) are therefore the best locations to capture emerging opportunities for major employment generating development because they are areas which possess the key characteristics required for improved economic performance.

2.17 Within the GMS, a number of key points are captured which directly support the application proposals, for the reasons we have already begun to highlight:

> We must build on the benefits of our agglomeration economy to strengthen our Regional Centre
>
> We must support our key sectors, those in which we have a competitive advantage, and leverage our assets to grow those sectors further. Outside London, Manchester is the nation's main centre of financial and professional services, employing over 190,000 people and generating £9bn p.a. of GVA.
>
> We will develop a market-facing investment strategy that: enables us to work with the private sector to bring forward an appropriate offer on the sites where the market wants to go; helps us to create a wider portfolio of sites which are attractive to investors, meet developer requirements and drive investment in priority areas for growth and regeneration;
>
> To be competitive, Greater Manchester must ensure that land is available in locations that are attractive to the market

2.18 Against this context, Spinningfields has been a huge success storey and will continue to prosper with development such as the application proposal coming forward. Spinningfields has become a proven priority location for office occupiers and this development is able to satisfy the varied demand from financial, legal and TMT sectors by way of its flexible fit-out options. Furthermore the in-built resilience provided by the flexible occupational density and array of fit-out options is proving to be attractive to funders.

2.19 The occupier sector focus of the proposed development has a strong level of fit with Greater Manchester's most important target growth sectors. Business, Financial and Professional Services represents a significant £12.8 billion contribution to Greater Manchester's economic output £47 billion (Gross Value Added - GVA), and represents a significant opportunity for further growth.

Figure 2.1: GM Economic Outputs (Source: GM Key Facts, May 2013)



2.20 TMT is a strongly emerging sector and target for growth:

- the recent influx of investment in IT and telecoms infrastructure, which offers access to third party networks, internet exchange points and premium datacentres is allowing the City's digital economy to compete on an international basis.
- According to HSBC's 'Growing British Business Report', Manchester is emerging as a 'supercity' due to its investment in infrastructure.
- Manchester has received funding from the Urban Broadband Fund project to provide ultrafast broadband to 6,200 businesses by 2015.
- In addition, the London Internet Exchange (LINX) has launched its first regional peering point in Manchester, IXManchester which allows internet-based companies to move traffic faster.
- Manchester's TMT sector could double in size to 25% of the local economy, and see it rival London's dominance.

- The BBC's broadcast presence in Manchester and the lower cost of skilled labour in the North West would help fuel growth.

2.21 However, for Manchester to capture that growth, it must successfully compete on an international stage – with other key European Cities – as well as at the national level with other Regional Centres.

2.22 In order to do this, Manchester must have the right quality of product set within the right quality of environment.

3 Development Proposals

3.1 The 'iplus' development concept and the key components of the proposed development are described within the introduction to this document and can be understood in greater detail with reference to the supporting Design and Access Statement. The remainder of this section highlights some additional key points which are relevant to the consideration of this application and should be read in conjunction with that additional information as well as the application drawings.

Use and Amount

3.2 The proposed use and quantum of development is summarised in the table below:

Use	GIA Floorspace (sq m)
Basement	
B2 – car parking and plant	2078
B1 – car parking, plant, showers/WC, gym (375 sq m)	2078
Ground Floor	
Retail	457
Other	1657
First Floor	
Office	2115
Second Floor	
Office	2151
Third Floor	
Office	2151
Fourth Floor	
Office	2151
Fifth Floor	

Use	GIA Floorspace (sq m)
Office	2151
Sixth Floor	
Office	2151
Seventh Floor	
Office	1974
Eighth Floor	
Office	1512
Net Area	**15,085**
Gross Area	**22,626**

3.3 Car parking is proposed as part of the proposals across 2 levels of basement car parking, which total 73 car parking spaces. 8 no. wheelchair accessible spaces are provided and located adjacent to the lifts which provide vertical access to the ground floor of the building. In addition, bicycle parking is accommodated with cycle racks for 80 bicycles. Also, at the basement levels are plant areas and a gym.

3.4 The proposed development is configured to create a pedestrian route along the notional desire line running from Bridge Street, parallel with the Civil Justice Centre and linking to Hardman Boulevard. Feature entrances with revolving and pass doors manage security out of hours and control the internal environment restricting channelling of wind but will allow public access during office hours.

3.5 The ground floor of the building will provide a number of different uses including secure reception facilities for the building's tenants. A business support centre for the tenants above and the public, including seminar space, meeting rooms, exhibition facilities, and breakout space will be provided in line with Allied London's 'iplus' brand.

3.6 An A3 restaurant unit to the northwest corner of the building serving tenants and the general public will provide further animation to the façade along Hardman Boulevard.

Layout

3.7 The building is designed to provide highly efficient and flexible workspace, and is set out within the plot in accordance with the requirements of the adopted Spinningfields masterplan and planning guidance.

3.8 The ground floor has high levels of transparency and permeability to make the building inviting and to assist in ease of accessibility. The ground floor acts as a shop window for the business activities above and provides accommodation to support the building users and the wider Spinningfields area through the proposed business lounge.

3.9 The basement area is opened up via a double/triple height entrance space, with a ramp allowing easy access for building users on foot and by bike to the gym. Cycle workshop accommodation at the lower level.

3.10 The main entrances to the building are clearly identifies through elevational treatment and landscape design and coordinate with the north south pedestrian route identified in the Spinningfields masterplan.

3.11 The building has active frontages and visible activity throughout the day and into the evening.

Scale

3.12 In terms of scale, the proposed development accords with the adopted Spinningfields Masterplan and Planning Guidance and is largely consistent with the previously approved office scheme for the site.

3.13 The building's massing is in line with the scale of the adjacent commercial properties but does not impact on the projecting volumes of the Civil Justice Centre.

3.14 A set back is provided by the linear terrace on Level 07 to the south west façade. This respects pre-determined building lines but also provides a variety to the building's mass and amenity space for the tenants.

3.15 Whilst columns are taken yup to roof level in the North and South corners of the building at Level 08, the pocket terraces in these corners and the void in the roof above again reduce mass at this level allowing vistas of the sky. Any plant over sailing the roof line or lift overruns are concealed behind the louvres. All roof top plant is set back from the building perimeter in order to reduce its overall impact.

Elevational Treatment

3.16 Key elements of the building design – glazing: solid ratio, optimised structure layout – are expressed in the simple and regular rhythm of the elevations.

3.17 The design adopts the Manchester tradition of a tripartite subdivision of the elevation. The ground and first floor are delineated as a base with a strong horizontal element. At the top of the building, the upper 2 floors are also delineated by a strong horizontal element and set back on the south west elevation. The composition of these two elements (base and top) is further distinguished from the middle element by playing down the horizontal element at each floor level.

3.18 The window pattern and proportion is developed to provide good levels of daylight and to respond to the structural layout and the requirements of maximum flexibility for the workspace. The windows have deep reveals which give light and shade to the elevations and offer solar shading.

3.19 Elevational expression is a rational use of high quality, durable materials and modern design. The proposed materials palette is simple, consisting of high performance glazing, silver anodized aluminium and pre-cast concrete. The high quality restrained palette acts as a foil to the predominant use of curtain walling and metal cladding of the neighbouring buildings. The exposed aggregate of the precast units refers to the construction materials employed on the original crown courts and gives the building a further subtle richness.

3.20 The main entrances are clearly identified by large panels of glazing and by a canopy to the south west and an inset to the north east. Other key buildings elements – stairs and service areas have distinct elevational treatments e.g. louvres and brises soleil.

Landscaping and Public Realm

3.21 The public realm of the proposed building has been designed within the context of its immediate surroundings to use and tie in with an established palette of materials, use local details and arrangements but also to sensitively deal with the popular pedestrian route along the proposed building's south west elevation, Hardman Boulevard.

3.22 A combination of natural Granite slabs and setts with complimentary blister paving at crossing treatments is envisaged to the pedestrian areas. Warm tones will be applied through the use of natural coloured Tegula

block across various parts of vehicular access roads as seen elsewhere throughout the Spinningfields Public Realm.

4 Accordance with Planning Policy

4.1 This section lists relevant adopted planning policy which has been considered as part of the preparation of the planning application. The review covers national and local planning policies as well as other relevant guidance, where appropriate.

4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

> *"If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the Plan unless material considerations indicate otherwise".*

4.3 In this case, the Development Plan comprises:

- Manchester Core Strategy
- Manchester Unitary Development Plan Saved Policies

4.4 In addition, at the national level and City Regional level, the National Planning Policy Framework, March 2012 ("NPPF") and Greater Manchester Growth Strategy represent important further material considerations.

National Planning Policy

4.5 The policy reviewed in this section should be considered in the wider context of the Government's growth agenda, initially set out in the green paper "A Plan for Growth" (HM Treasury, March 2011), and reinforced more recently by the Growth and Infrastructure Bill, which has now received Royal Assent. Both documents place a strong emphasis on the encouragement of economic growth in the UK.

National Planning Policy Framework (March 2012) ("NPPF")

4.6 The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with the policies of an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

4.7 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to

sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

4.8 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

4.9 The scheme has been the subject of pre-application discussions with officers at Manchester City Council and Greater Manchester Police as well as with adjoining owners and occupiers.

Core Planning Principles

4.10 The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- be genuinely plan-led;
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- always seek to secure high quality design and a good standard of amenity;
- take account of the different roles and character of different areas;
- support the transition to a low carbon future in a changing climate and encourage the reuse of existing resources;
- encourage the effective use of land by reusing land that has been previously developed; and
- promote mixed use developments, and encourage multiple benefits from the use of land.

4.11 Paragraphs 19 and 20 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

4.12 Section 1 (Paragraphs 18 to 22) is entitled 'building a strong, competitive economy'. It emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system. In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

4.13 The proposals will bring into active economic use a previously developed and now cleared site, delivering a new office building within the premium financial and professional services district of Spinningfields, which will target new occupiers within the financial and professional services sector as well as other emerging growth sectors of the Manchester economy including Technology, Media and Telecommunications. In addition, Spinningfields as a location is identified in the adopted Manchester Core Strategy as a primary focus for employment growth in B1 office use.

Requiring Good Design

4.14 The Government attaches great importance to design, as a key aspect of sustainable development (Paragraph 56). As such, the NPPF encourages support for proposals for new development that are designed to:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- be visually attractive as a result of good architecture and appropriate landscaping.

4.15 The Design and Access Statement prepared by Cartwright Pickard, which has been prepared in support of this application, outlines the key design drivers and philosophy for the building. In short, the proposed development will continue the precedent set for high quality buildings and public realm within the Spinningfields' Estate whilst offering a new type of fully flexible office product to the market, designed to meet untapped occupier requirements within the heart of Spinningfields.

4.16 The design adopts the Manchester tradition of tripartite subdivision of the elevation, containing a 'base', 'middle' and 'top'. The ground and first floor are delineated as a base with a strong horizontal element. At the top of the building, the upper two floors are area delineated by a strong horizontal element and set back on the south west elevation.

4.17 Landscaping will be provided around the building, including integration with the existing Hardman Boulevard, to tie in with the immediate surroundings and to use an established palette of materials, local details and arrangements. The proposed development will improve the pedestrian environment along New Court Street through enhanced public realm treatments and will create new pedestrian connections across the site, which respond to existing pedestrian desire lines.

4.18 A Crime Impact Statement is submitted in support of the proposals. This identifies that the design of the proposals are consistent with the current principles and standards of 'Crime Prevention through Environmental Design', and that they contain many positive features that reduce opportunities to commit crime.

Ensuring the Vitality of Town Centres

4.19 The NPPF seeks to promote competitive town centre environments and sets out policies for the management and growth of centres. The site is located within Manchester City Centre and is situated in close proximity to a range of modes of public transport, which will assist in reducing the need for travel by car and ensure that employment opportunities can be accessed by a wide range of the population helping to improve social inclusion. Proximity to Manchester City Centre's range of services means that access can be achieved without generating further car borne trips.

4.20 The proposals will also enhance and add vitality to Hardman Boulevard, which forms an important thoroughfare in Spinningfields connecting the key public spaces of Hardman and Irwell Square, as well as forming part of linkages to Salford to the west and the remainder of Manchester City Centre beyond the Spinningfields area.

Local Planning Policy

Manchester Core Strategy (July 2012)

4.21 The site is situated within the administrative boundary of Manchester City Council and is subject to the provisions of the Manchester Core Strategy, which was adopted by the Council on 11 July 2012.

4.22 The Core Strategy sets the overall strategic direction for planning for Manchester over the plan period from 2012 to 2027, and is in line with national policies. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

4.23 The application site is located within the Spinningfields, an area of Manchester City Centre that is identified as a focus for primary economic development in accordance with *Policy CC1 Primary Economic Development Focus: City Centre and Fringe*.

4.24 The Core Strategy policies that have been considered are as follows:

Core Strategy Policy	Contribution and Benefits
Policy CC1 Primary Economic Development Focus: **City Centre and Fringe** - The focus for employment growth will be in B1a high density offices and the Council will give particular encouragement and support for such development in the City Centre, including the Corridor Manchester and the City Centre Fringe.	*The proposals will deliver a high quality new office building within Spinningfields, an area identified in Policy CC1 as a focus for primary economic development. It will offer a product that has clear points of difference from the existing stock and the development pipeline. It responds to occupier and investor requirements for fully flexible officer space.*
Policy CC9 Design and Heritage Design - New buildings will need to be of the highest standard in terms of appearance and function. The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.	*The proposed development will continue the theme of extremely high quality buildings and world class public realm at Spinningfields. The Design and Access Statement and accompanying application drawings provide a more detailed explanation of the high quality design approach to the scheme.* *In summary, the design of the scheme is a new genre of intelligent workspace. The development offers extremely flexible shell accommodation with structural floor heights of 4.2m with a servicing and structural strategy to enable a vast array of alternative category A and bespoke tenant fit-out options.*
Policy CC10 A Place for Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.	*The building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs.* *The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.*
Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	*The Environmental Standards Statement submitted in support of the application sets out in detail how the proposals will be adaptable to climate change in terms of its sustainable design and construction.* *The development will achieve a BREEAM rating of at least 'Very Good' and will target a BREEAM rating of 'Excellent.' It will incorporate passive and active facilities to assist with energy efficiency, including solar gain, heat retention and maximising daylight penetration.*

Core Strategy Policy	Contribution and Benefits
Policy T2 Accessible Areas of Opportunity and Need - The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	*The application is supported by a Transport Statement, which concludes that development is consistent with the development strategy for Spinningfields, will not adversely affect the operation of the highway and is highly accessible by a choice of non-car modes.* *The proposals are of a relatively small-scale, and are not expected to create significant vehicle movements either through staff or servicing requirements. Car parking is provided across two basement car park levels as part of the proposals, including cycle parking.* *The site is extremely accessible by a range of public transport modes, including the free City Centre Metroshuttle bus service, which connects it to major rail hubs at Piccadilly, Victoria, Deansgate and Salford Central. The site is also within easy walking distance of the Metrolink light rail system, which has a stop at St. Peter's Square.*
Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	*The application is supported by reports in relation to Noise, Ground Conditions, Transport and TV Reception. The application is also supported by a Crime Impact Statement. These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where necessary and conclude that the proposals will not have an adverse impact on the amenity of surrounding users.*

Manchester Unitary Development Plan Saved Policies (1995)

4.25 The Manchester Unitary Development Plan was adopted in July 1995 and following the adoption of the Core Strategy in July 2012, a number of the policies (as identified by Manchester City Council) continue to remain a material consideration in the determination of planning applications.

4.26 The saved UDP policies that have been considered are as follows

Saved UDP Policies	Contribution and Benefits
DC26.1 Development and Noise The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.	*The proposals are supported by a full Noise Assessment. The report provided minimum facade sound insulation performances for the offices and retail based on achieving internal noise levels in line with BS 8233 and BCO 2011. Advice has also been provided for glazing build ups and ventilation strategies capable of achieving the required sound insulation.*

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

4.27 The Guide to Development SPD sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards are set out in the table below.

Guide to Development in Manchester Policy	Contribution and Benefits
Buildings height should be carefully considered It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.	*The proposed development is of a scale that complements the surrounding context of residential and commercial buildings and which is appropriate to the site. At the scale proposed, it does not impact on the projecting volumes of the adjacent Civil Justice Centre.* *A setback is provided by the linear terrace on Level 07 to the south-west façade. This respects pre-determined building lines but also provides variety to the building's mass and amenity space for tenants.* *Whilst columns are taken up to the roof in the North and South corners of the building at level 08, the pocket terraces in these corners and the void in the roof above again reduce mass at this level allowing vistas of the sky.*
Strong corners are important landmarks Corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. Corners help people to find their way around an area and are often used as meeting points. Corners should be designed with attractive window, entrance and elevational detail and site boundaries should be high quality.	*The main office entrance is located towards the prominent North East corner of the building, in order to be highly visible from Hardman Square.* *The proposed restaurant unit will provide activity and animation onto Hardman Boulevard and Irwell Square at the North West corner of the building.*
New developments should maximise access for disabled people The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.	*An Inclusive Access Statement is provided within the Design and Access Statement.* *In summary, the building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs.* *The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.*

Other Relevant Guidance

Spinningfields Masterplan and Supplementary Planning Guidance

4.28 The redevelopment of Spinningfields has been informed by an adopted Masterplan and Supplementary Planning Guidance. The Spinningfields Masterplan has been subject to periodic update over time. It was first adopted in April 2000 and last updated in December 2005.

4.29 The proposed development is fully in accordance with the adopted masterplan which indicates a the development of the plot in question for offices with a cut through provided to the Civil Justice Centre and Pump House Museum / Bridge Street beyond.

Spinningfields Planning Guidance - Strategic Principles

4.30 The proposal fully accords with the following strategic principles set out in the Spinningfields Planning Guidance (approved September 2004) as follows:

- SP.1 - to regenerate a 10-hectare area of the City Centre which is fully integrated functionally and physically with the rest of the city centre.
- SP.13 - to increase the accessibility of the area in accordance with the City Council's hierarchy of movement, namely pedestrians, cyclists, public transport and road borne vehicles (in order of priority).
- SP.14 - to manage the traffic to ensure pedestrian safety and to allow pedestrian activity to take priority over vehicular activity. This will include restricting the times during which general service vehicles will be allowed into the area.

Area Specific Guidance

4.31 The application site falls within Area B – Hardman Square and Hardman Boulevard. The proposals will contribute towards a key aim for this area to create a number of distinctive high profile, office developments fronting onto Hardman Square and Hardman Boulevard with ground floor retail, leisure and café uses.

4.32 More detailed guidance, which builds upon these key proposals, is set out below:

- B.11 – High profile offices will be developed either side of Hardman Boulevard and fronting Left Bank.
- AB.12 – Active ground floor uses may include community facilities and convenience shops.

4.33 Overall, the proposal is a key component in the wider Spinningfields Regeneration initiative, bringing benefits to the City as a whole.

5 Site Specific Planning Issues

5.1 This Section identifies the key site-specific planning considerations relevant to the determination of the application.

Design

5.2 The architectural and urban design solution for the building is discussed in detail within the Design and Access Statement prepared by Cartwright Pickard Architects and takes cognisance of the aspirations of the Manchester City Council design guidance contained within 'A Guide to Development in Manchester.'

5.3 In summary, the proposal is for a modern office building of extremely high quality design that is a new genre of intelligent workspace based upon Allied London's 'iplus' concept.

5.4 The intent is to provide occupiers with flexible occupational density options allowing them to expand and reduce their work force over time, within their demise, whilst reducing the period from occupier property selection to their occupation.

5.5 The flexible nature of the space is further amplified at ground level with the incorporation of a managed public business lounge and also a dedicated cycle ramp with a specialist cycle storage facility and cycle themed gym. This further elaborates the successful animated ground floor areas that permeate Spinningfields.

Transport

5.6 A Transport Statement has been prepared by Vectos in support of the application and considers fully the transport implication of the proposals.

5.7 The report identifies that the development is consistent with the development strategy for Spinningfields and was previously assessed as part of the Masterplan Transport Assessment in 2003 and concludes that the proposal does not adversely affect the operation of the highway and is very accessible by non-car modes.

5.8 It confirms that the development will strengthen pedestrian movement by creating a walkway through the ground floor linking Hardman Boulevard and the Civil Justice Centre Square. New Court Street will be upgraded to a raised shared surface area over its length east of that central crossing section.

5.9 New Court Street would serve as the main office service access with a lay-by provided at its western end. Vehicles serving the A3 units would access Left Bank via the automatic bollards to serve the site there. The bollards are to be slightly relocated in order that cars can freely access the basement car park from Left Bank.

5.10 In summary the Report concludes that:

- The development proposals conform to the Masterplan strategy for Spinningfields.
- Basement Parking is provided to serve the essential needs for occupiers whilst many other parking opportunities are also available locally.

- Strong public transport connections currently exist to the site. These have been enhanced with the extension of the Metroshuttle bus service running along Gartside Street and on Byrom Street connecting Spinningfields with the City Centre and local transport interchanges.
- Further public transport improvements will be provided with the development of the Northern Hub and an increased role for Salford Central Station which has now been further connected to Spinningfields by the introduction of a new footbridge from Irwell Square across the River.
- Taxi drop off/pick up points have been provided within Spinningfields including one on Left bank Street.

Noise

5.11 The application submission includes an acoustic report prepared by Sandy Brown Associates.

5.12 The nearest residential properties are identified as the Left Bank Apartments which are approximately 10 metres to the northwest of the site.

5.13 The report provides the results of a noise survey carried out to determine the existing background noise levels in the vicinity of the site and surrounding noise sensitive premises. The minimum measured background noise levels were LA90,5min 47 dB during the day, and LA90,5min 46 dB during the night. On the basis of the requirements of the Local Authority, the plant noise limits have been set at the worst affected existing noise sensitive premises to be 5 dB below these levels in each octave band. These limits are cumulative, and apply with all plant operating under normal conditions. If plant items contain tonal or attention catching features, the limits will be 5 dB more stringent than those set out above.

5.14 As the proposals include retail units at ground floor level, noise egress limits have also been set for amplified music. These have been set to be 10 dB below the minimum background noise levels in octave bands outside the nearest noise sensitive premises. Minimum facade sound insulation performances have been provided for the offices and retail based on achieving internal noise levels in line with BS 8233 and BCO 2011. Outline advice has been provided for glazing build ups and ventilation strategies capable of achieving the required sound insulation.

Ventilation

5.15 A Ventilation Strategy has been prepared by Grontmij.

5.16 Provision is made for retail tenants to install packaged heat exchanger modules within each retail unit to provide ventilation air to the space. Supply air to the kitchen and restaurant areas will be drawn in via high level louvres in the façade at ground floor. With regard to the office areas outside air will be supplied to the office accommodation via centralised air handling units (AHU's) located at roof level.

5.17 With regard to toilet ventilation, it is anticipated that extract air will be discharged to the outside on a floor-by-floor basis.

5.18 It is anticipated that smoke ventilation will be managed under both mechanical and natural ventilation. The basement car park area and associated plant rooms will be mechanically ventilated to clear smoke following a fire. All necessary power wiring and fire alarm interlinks will be provided to suit the operating requirements of the mechanical systems. The ground floor utility intake rooms will be ventilated naturally in the event of a fire within these spaces. All ventilators and louvres for these systems will be provided to meet Fire Strategy requirements and suit the architectural design.

Archaeology

5.19 An Archaeological Investigation carried out by University of Manchester Archaeological Unit in January 2003 concluded that there are no known remains within the study area which are of national importance and therefore meriting preservation in situ. Any prehistoric and Roman remains, however, may be of regional importance and may require recording should these be directly affected by redevelopment. It is recommended that any such recording be required in the form of a 'watching brief.' We consider that this form of assessment and proposed mitigation remains appropriate in view of changes in national policy guidance contained within the National Planning Policy Framework. We recommend that condition be attached to any Planning Permission on the basis that a watching brief will be required in conjunction with the ground works associated with the construction of the project. The form and process of that watching brief should be agreed with the Local planning Authority in consultation with the Greater Manchester Archaeological Unit.

Disabled Access

5.20 The proposed building and its associated public realm and access points has been designed to be accessible to all. Further information can be found within the Design & Access Statement prepared by Cartwright Pickard Architects, within the 'Access' section.

Ground Conditions

5.21 Capita Symonds has prepared a Supplementary Geo-Environmental Investigation and Assessment Report in support of the approved scheme, which is submitted with this application. Additional reference has been made to a site-specific "Geological Report" obtained from Envirocheck as part of the 2002 investigation (for the larger site). The Report concludes that in consideration of the time that has elapsed since the 2002 investigation and subsequent (potentially contaminative) activities at the site further geo-environmental ground investigation should be undertaken prior to redevelopment. This report is a re-submission of the report that supported the 2005 planning application, however a site visit has been carried out confirming that no change in circumstances has taken place which would affect the original results.

Television Reception

5.22 Taylor Brothers are in the process of producing an updated Television Reception Survey in support of the approved scheme, which will be submitted with the application shortly after the preparation of this report.

Waste Management Strategy

5.23 Vectos has produced a Waste Management Strategy for the proposed development. It confirms that the provision made for service vehicles, considered on the basis of calculated service vehicle generation for the various premises on the site, is suitable to meet demand.

5.24 The document also calculates the likely waste generation for each of the buildings, the recycling strategy and the storage requirements for bins. It describes how these will be collected and the movements of vehicles to access those. It is concluded that the proposed Waste and Servicing Strategy is appropriate for this development.

Sustainability

5.25 A fundamental component of the design brief for the proposed development is to deliver a development with strong sustainability credentials building upon the Applicant's strong track record elsewhere at Spinningfields.

5.26 The building is situated in Manchester City Centre and will have excellent accessibility for all by a wide choice of means of transport. The building is also located in close proximity to a variety of complementary services and facilities located in Manchester City Centre, which assist in minimising the need to travel. Manchester City Centre also has a significant and growing residential population located within easy walking or cycling distance of Spinningfields.

5.27 The concept design for the building envelope is to assist the tenant to minimise the energy usage and CO2 emissions of the building as far as reasonably practical, subject to site constraints and financial viability.

5.28 The following active and passive facilities have been incorporated into the building:

- High performance glazing.
- External solar shading.
- Maximising daylight penetration where applicable.

5.29 The scheme is targeting a BREEAM rating of 'Very Good', and a BREEAM Pre-Assessment indicating how the proposals contribute towards the BREEAM categories is included with the Environmental Standards Statement prepared by Grontmij which accompanies this application.

Crime and Security

5.30 The applicant is fully committed to incorporating measures to minimise the risk of crime and to meet the specific security needs of the application site and development and will seek to ensure that security measures implemented will achieve the 'Secure by Design' accreditation.

5.31 The Crime Impact Statement prepared by Greater Manchester Police concludes that the *"proposal is generally acceptable subject to the advice in this report"*. The Report highlights the positive aspects of the proposals which include:

- The building's regular shape, with no deep / narrow recesses that hide windows / doors, leaving them potentially vulnerable to attack;
- Parking spaces have been provided with a secure basement parking area accessed via a shuttered ramp, protecting them from damage or theft; and
- The reception area is clearly visible from the exterior of the building and all visitors must pass by the staffed reception to access the upper floors of the building.

5.32 The report also identifies points for further consideration which include:

- The control of access into and around the building;
- The basement gym should be for the use of staff only and should not be accessible to the general public.

5.33 We confirm that this advice will be addressed in taking forward the development.

6 Summary & Conclusions

6.1 This Supporting Planning Statement relates to a proposed development by Allied London Properties ltd for a mixed-use scheme comprising predominantly office accommodation with retail space at the ground floor and basement car parking.

6.2 The application site comprises Plots 406 and 407 of the Spinningfields Masterplan – a parcel of land that is bound by Left Bank to the west, Hardman Boulevard to the south, New Gartside Street to the east and the North West Service Road to the north.

6.3 The site area is 0.38 ha and is currently vacant. The site lies within the heart of the Spinningfields masterplan and is identified in that document and the associated Planning Guidance for high profile office development with active ground floor use (Policies B11 and B12).

6.4 As part of Spinningfields, the surrounding uses are largely dominated by a mix of residential, commercial and judicial development: to the north of the site is the Civil Justice Centre, to the west are the Left Bank Apartments and restaurants, to the south is the non-customer facing RBS building, and to the east is 4 Hardman Square. The site is not located in a Conservation Area.

6.5 The site has previously benefitted from Planning Permission for construction of an 9 storey office building (Use Class B1) with ground floor retail (Use Classes A1, A2, A3 and A5), a pedestrian arcade and basement car parking with related access, servicing, landscaping and associated works. Planning Permission was granted on 16 February 2006 (Ref 077865/FO/200/C1).

6.6 The proposed development is also a 9 storey development designed to provide a new genre of intelligent workspace with a design based on Allied London's 'iplus' concept. The development offers extremely flexible shell accommodation with structural floor heights of 4.2 metres and a servicing and structural strategy to enable a vast array of alternative category A and bespoke tenant fit-out options.

6.7 The intent is to provide occupiers with flexible occupational density options where they can expand and reduce their workforce over time within their demise whilst reducing the period from occupier property selection to their occupation.

6.8 The flexible nature of the space is further amplified at ground level with the incorporation of a managed public walkway through the building that incorporates a public business lounge and also a dedicated cycle ramp with a specialist cycle storage facility and cycle themed gym. This further elaborates the successful animated ground floor areas that permeate Spinningfields.

6.9 The proposals align with the fact that Spinningfields has become a proven priority location for office occupiers and this development is able to satisfy the varied demand from financial, legal and TMT sectors by way of its flexible fit-out options. Furthermore the in-built resilience provided by the flexible occupational density and array of fit-out options is proving to be attractive to funders.

6.10 In addition to the office space, the proposals incorporate a restaurant unit adjacent to the western end of Hardman Boulevard. The restaurant will provide an amenity for the proposed multi-occupancy building and will add to the existing offer at Spinningfields as well as contributing towards the provision of an active edge to Hardman Boulevard.

6.11 The proposed development provides two levels of basement car parking and a cycle hub offering secure spaces and shower / locker facilities. These enhanced cycle facilities offer further transport options to enhance the recent additional pedestrian connectivity to Salford Central via the new Irwell footbridge.

6.12 The description of the development, as described on the planning application forms, is as follows:

"Erection of a new office building comprising offices (Class B1), ground floor retail (Class A3), a gym (Class D2), basement car parking, cycle parking provision, related highways, access, servicing, landscaping, roof top plant and associated works."

6.13 The breakdown of uses by Gross Internal Area (GIA) is as follows:

- Offices – 16,356 sq m
- Retail – 457 sq m
- Gym – 375 sq m
- Other – 5,438 sq m
- Total – 22,626 sq m

6.14 The application proposals have been prepared by ALPL in consultation with Manchester City Council. The applicant is also in the process of consulting with adjoining owners and occupiers to the site, including occupiers of the adjacent courts and office buildings.

6.15 The applicants and project team are committed to providing a sustainable building of the highest quality, which has the following important benefits:

- Providing a viable basis for completing the next phase of the regeneration of Spinningfields. In doing so, the proposals will fully utilise a previously developed site and deliver added value economic growth, aligned to two of Manchester's key target growth sectors (financial and professional services and telecommunications, media and technology (TMT) as identified in the GM Strategy (2012).
- The proposals are aligned to known occupier requirements and will be highly attractive to a potentially different type of occupier attracted to the highly flexible and high quality accommodation and environment that the proposed development will create.
- Creating high density employment within one of Manchester City Centre's priority regeneration areas and key strategic employment locations is highly desirable in order to maximise the economic potential of the site. The site's locational benefits can largely be attributed to its accessibility to a choice of modes of transport, the quality of the public realm, services and facilities at Spinningfields, and, the agglomeration benefits of being located in Manchester City Centre and in particular at one of its principal employment areas.
- The introduction of enhanced cycle facilities offers further transport options to enhance the recent additional pedestrian connectivity to Salford Central via the new Irwell footbridge.
- A building that is designed to be appropriate to the character and appearance of the buildings surrounding the site and is of a distinctive design, occupying an important plot within the Spinningfields development.
- The building is designed to be accessible to all users including those whose mobility is impaired.
- The proposals fully accord with the objective of improving permeability and pedestrian linkages throughout Spinningfields and are consistent with the most recently adopted Masterplan for Spinningfields and Planning Guidance for the area.

6.16 The proposal is in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy. The proposal therefore merits the support from the City Council and the grant of Planning Permission.

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