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1. Introduction

- 1.1. This Planning Statement (the 'Statement') has been prepared in respect of a full planning permission application for the demolition of an existing multi-storey car park together with three commercial units (retail (Use Class E) and bar (sui generis) uses located on land bounded by Charles Street and Sackville Street in Manchester City Centre (the 'Site').
- 1.2. Plot H falls under within Zone H of the ID Manchester Strategic Regeneration Framework (2023) ('the SRF') and will be hereby referred to solely as Plot H. ID Manchester has since been rebranded as 'Sister' and shall be referred to as such throughout this Statement. Sister is a Strategic Regeneration Area transforming the former UMIST campus into a 4 million sq. ft. globally competitive innovation district, encompassing approximately 2 million sq. ft. of commercial and retail space, and over 1,500 homes.
- 1.3. The full planning application submitted to Manchester City Council ('MCC') and which form the 'Proposed Demolition' has the following formal description of development:
"Full Planning Permission for demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses), to facilitate future redevelopment."
- 1.4. The purpose of the application is to facilitate redevelopment of the Site, as envisioned by the Sister (ID Manchester) Strategic Regeneration Framework where it is identified as Plot H. In this regard, the Proposed Demolition will act as an initial phase of works. At the time of preparing this report, detailed proposals for the site's redevelopment are being prepared.

The Applicants

- 1.5. The Applicants are ID Manchester Ltd and the University of Manchester ('the Applicants'). ID Manchester Ltd is a joint venture ('JV') between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister, a commercially led mixed use development on the former UMIST Campus in Manchester City Centre.
- 1.6. Bruntwood Sci-Tech has significant experience delivering successful commercial developments particularly within the science and technology sectors. Within Greater Manchester they are renowned for projects such as Circle Square, a mixed-use development incorporating significant office space, and their ongoing involvement in Manchester Science Park. Nationally, their portfolio extends to Birmingham, Leeds, Liverpool, and Cheshire, where they focus on creating collaborative workspaces that foster innovation and growth within their respective ecosystems.
- 1.7. The University of Manchester also has a strong recent history of delivering innovative development within their estate. Projects such as the Manchester Engineering Campus Development (MECD), a £400m investment creating state-of-the-art engineering and research facilities, exemplify their commitment to cutting-edge infrastructure. In addition, the Graphene Engineering Innovation Centre (GEIC), dedicated to the commercialisation of graphene and related 2D materials, showcases their focus on translating research into real-world applications.

Background Strategic Context

- 1.8. Ongoing development at Sister directly supports the Greater Manchester Investment Zone (IZ) Strategy (2023) and Manchester's Economic Strategy (2023) by creating over 10,000 jobs, attracting businesses, and delivering more than 1,500 new homes.
- 1.9. Sister's contribution to developing a pioneering innovation cluster within Manchester and thriving and sustainable urban environments also directly supports the Manchester Economic Strategy's focus on leveraging innovation within Manchester's universities and the knowledge-intensive industries of the Oxford Road Corridor.
- 1.10. It is projected that Sister will provide accommodation that will bring 24/7 life and activity to the Framework Area with an opportunity to deliver bespoke housing models that can help attract and retain talent within Manchester. This aligns with Our Manchester Strategy (2025), which prioritises creating safe, thriving communities with good services and green spaces; fostering a growing, equitable economy through innovation in key sectors like science, advanced manufacturing, and the creative industries; and enhancing Manchester's connectivity and sustainability. The strategy focuses on improving residents' lives, enhancing neighbourhoods, and securing future prosperity through job creation and innovation.

The Sister (ID Manchester) SRF Area

- 1.11. The vision for the application site and the adjoining SRF area is to create a world-leading innovation district, integrating academic research with commercial enterprise to create a globally recognised hub for science, technology, and related industries. The SRF also envisions the provision of mainstream and bespoke housing models that can bring 24/7 life and activity into the IDM ecosystem. Within the context of the masterplan, it is noted that the application site has a strategically important role to play as a key entry point from the west into the SRF area and will form part of the area's placemaking strategy.
- 1.12. The Proposed Demolition responds to these objectives and will facilitate redevelopment of the Site, helping to realise the vision for the masterplan as a thriving destination where academia and commercial business come together.

Progress to Date

- 1.13. To date, there has been activity to bring the Masterplan area to fruition. Planning Permission has been granted for the change of use to the Renold Building (within Plot B, shown in Figure 2.5) for commercial floorspace and collaboration spaces (approved in April 2024 under planning permission 139763/FO/2024). The Renold Building subsequently opened in Autumn 2024 representing the first new commercial floorspace to be provided within the SRF Area. The Renold Building offers affordable office space suitable for start-ups, spin outs and emerging entrepreneurs, offering a range of coworking, private and flexible space to facilitate creativity and innovation.
- 1.14. A Planning application (application reference 143024/FO/2025) was submitted on 23rd May 2025 in relation to Plot C for phased redevelopment of the site to provide a commercial-led development. It is currently awaiting determination.

The Site

- 1.15. Figure 1.1 below shows the location of the Site in its local context as well as the application boundary edged in red alongside the Applicants' wider ownership identified in blue. The Site is currently vacant having been largely used as a multi-storey car park which has reached the end of its economic life.

1.16. The Site is bound by Charles Street to the south, Manchester South Junction and Altrincham Railway Viaduct to the north, Sackville Street to the east and Princess Street to the west..

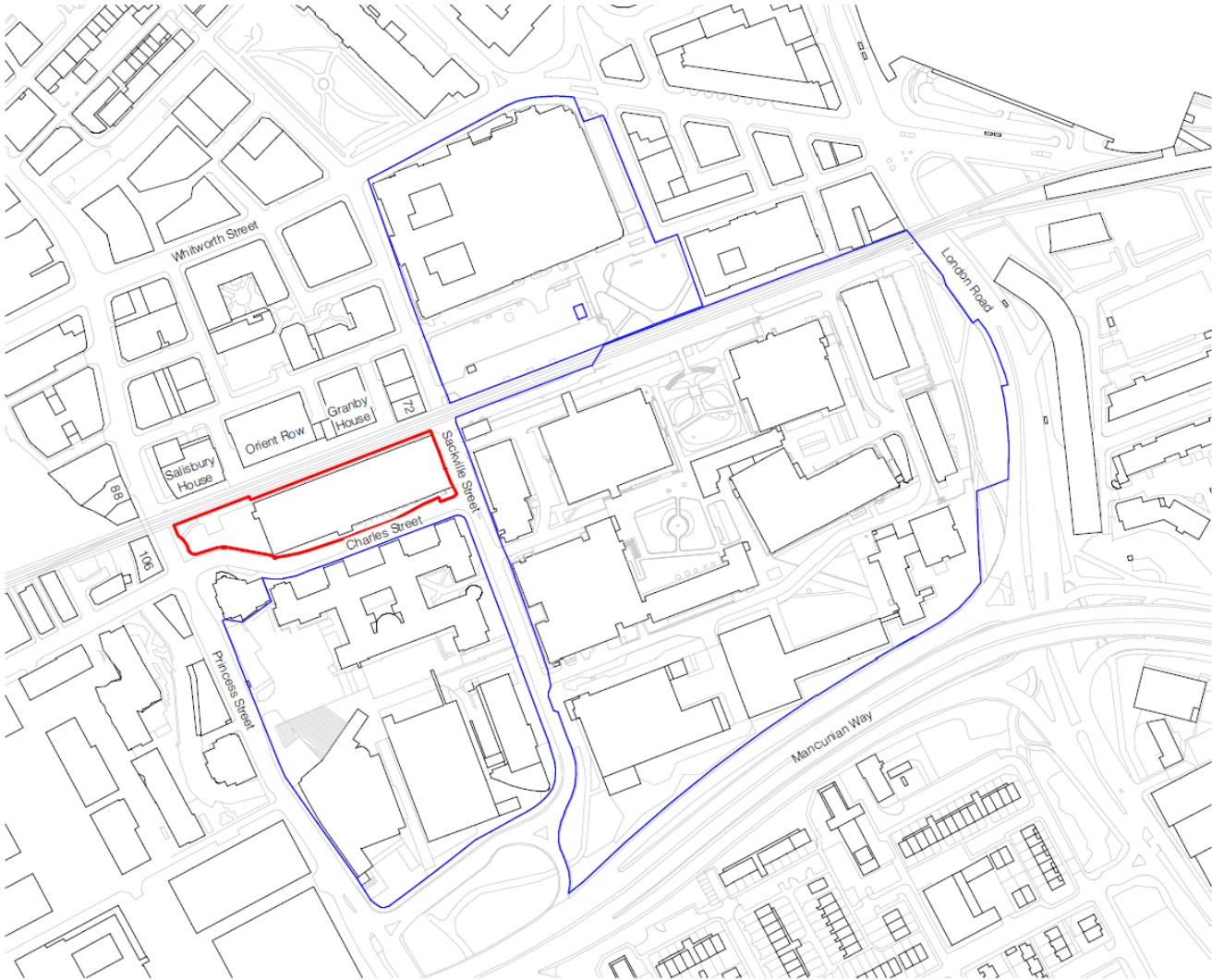


Figure 1.1: Site Location Plan (Source: Hodder and Partners)

1.17. The Site is located within the Piccadilly Ward in Manchester City Centre, including significant levels of current or planned private sector investment near to the Site at Mayfield and London Road Fire Station for example.

1.18. Please refer to Section 3 for further details on the Site Context.

Structure of the Planning Statement

1.19. The remainder of this Statement is structured as follows:

- Chapter 2: Pre-application Consultation - Overview of public consultation.
- Chapter 3: Site Context – Description of the Site and its surroundings.
- Chapter 4: The Proposed Development– A description of the proposals.
- Chapter 5: Planning Assessment - Assessment of the Proposed Demolition against the Development Plan and Other Material Considerations as well as in respect of the Planning (Listed Buildings and Conservation Areas) Act.

- Chapter 6: Sets out our conclusion in respect of the Planning Assessment of the proposals.

1.20. The documents submitted in support of the Planning Application are set out in Appendix B of the Statement.

2. Pre-Application Consultation

The following Section summarises the pre-application consultation and engagement that has been undertaken in preparing this Planning Application.

- 2.1. The Planning Application has been submitted following further proposals specific pre-application consultation with officers at MCC, local Ward Councillors, the local community, and a wide range of statutory and non-statutory consultees. This takes place following prior consultation in relation to the SRF which identifies the proposed redevelopment of Plot H. Consultation has taken place in line with MCC's Statement of Community Involvement (2022).
- 2.2. All pre-application engagement has followed on from extensive engagement undertaken through preparation of the SRF throughout 2022 and 2023, and ongoing engagement related to the wider Sister masterplan.

Proposed Demolition

- **Local Planning Authority (LPA)** – Ongoing liaison with the LPA including meetings held on 20th March 2024 and 1st May 2025. The principle of demolition and scope of application documentation was agreed in the meetings.
- **Ward Councillors** – Briefing emails have been issued to Piccadilly, Deansgate, Hulme and Ardwick Ward Councillors prior to the submission of the application to provide information about the Proposed Demolition and approach to consultation. To date, no comments have been received; however, all comments will be carefully considered, and the project team will respond as appropriate in a timely manner.
- **Leaflet**- The Proposed Demolition was advertised through leaflet drop to local residents and business within an area surrounding the site, led by the Applicant's Communications advisor, Counter Context, which was issued prior to the submission of the application. To date, no comments have been received; however, all comments will be carefully considered and the project team will respond as appropriate in a timely manner. The area covered by the leaflet drop is illustrated in the image below:

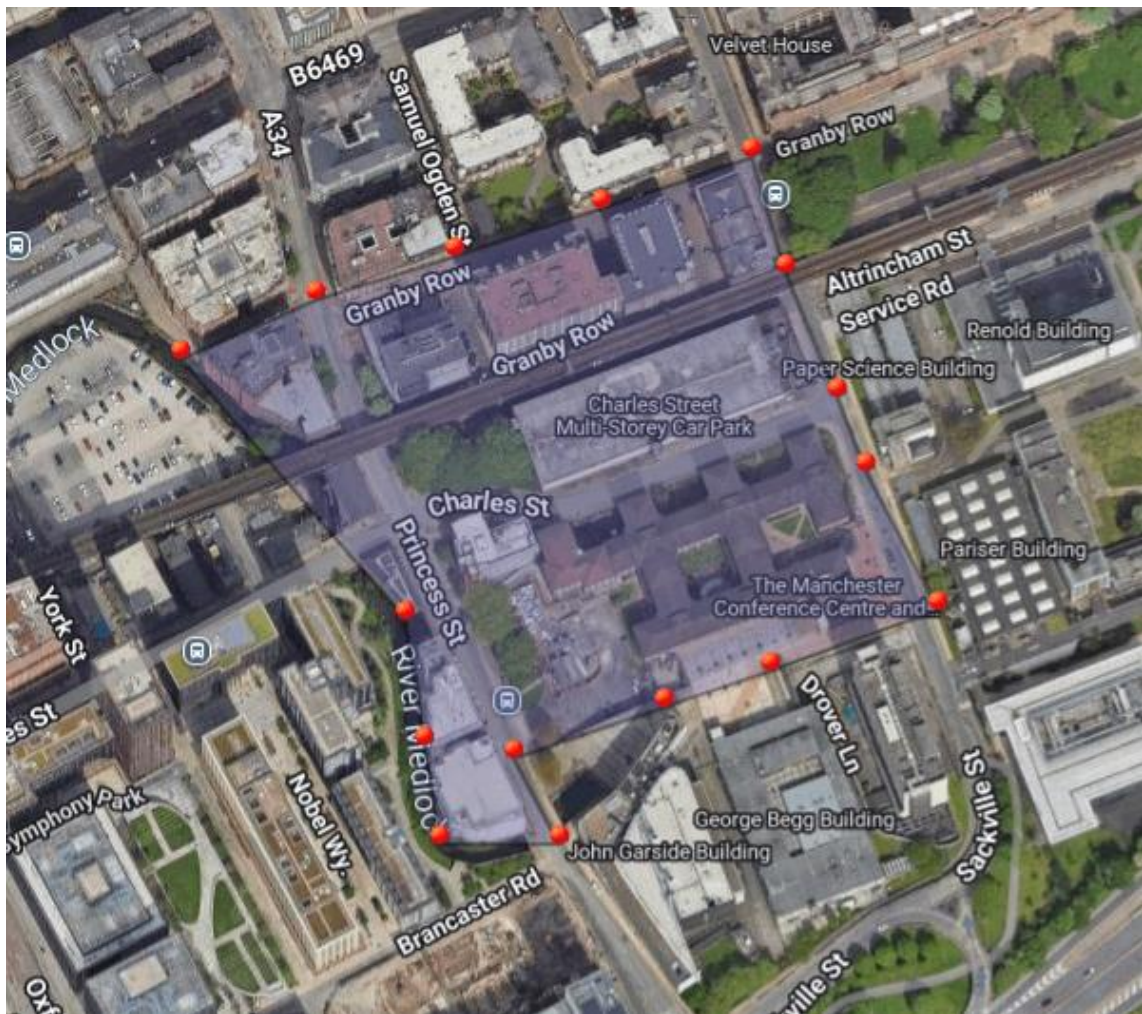


Figure 2.1: Consultation Boundary

- **Community Panel** – Ongoing updates as part of the established Community Panel as part of the wider ID Masterplan area. Discussions have included updates regarding the formalisation of a development partner to take forwards the Plot H site and information regarding the Applicants' need to progress an initial application for demolition of the car park, for the reasons identified in this Planning Statement. In addition to this ongoing dialogue, an email was issued in the run up to the submission of the application. To date, no comments have been received; however, all comments will be carefully considered and the project team will respond as appropriate in a timely manner.
- **Statutory Consultees** –Statutory consultees have been engaged on technical matters. This includes Network Rail: in addition to broader discussion with Network Rail (NR) regarding the ID Masterplan as whole, specific discussions have taken place as follows:
 - 16th April 2025: Meeting with Asset Protection - Project Interface Manager (NW)
 - Briefing held with Network Rail to talk through the proposed demolition methodology and understand requirements of Network Rail. These included:
 - Demolition sequence.
 - Demolition plan.
 - Review of method statement.
 - Review of temporary works and additional works/mitigation to protect railway from rubble and dust.
 - NR's requirement for an overhead line equipment clearance zone.
 - Scaffold design to be submitted to Network Rail.
 - APA to be entered into for the demolition works.
 - 18th June 2025: Meeting with Asset Protection - Project Interface Manager (NW) to discuss draft APA.
 - 28th July 2025: Meeting with Asset Protection - Project Interface Manager (NW) & Corporate Commercial Manager to discuss the draft APA.

2.3. Following these discussions the DEMP and Demolition Methodology have taken in account the above to reflect the discussions. Furthermore, there will be ongoing dialogue with NR to ensure a collaborative and agreed approach as the works progress.

2.4. Technical queries, comments and issues raised during the consultation period have been addressed within this chapter and accompanying technical documents. Further statutory consultation will be undertaken on the Proposed Demolition during the determination period and the Applicants will continue to engage with the LPA as part of the on-going planning process.

3. Description of the Site and its Surroundings

Site Location

- 3.1. The Site is located in Manchester City Centre. It forms the north-western corner of the former UMIST Campus. The Site is bound by Charles Street to the south, Manchester South Junction and Altrincham Railway Viaduct and Granby Row to the north, Sackville Street to the east and Princess Street to the west. As described within previous sections of this report, the site lies within the Sister (ID Manchester) Strategic Regeneration Area, aligned to Plot H as indicated in Figure 3.1 below.

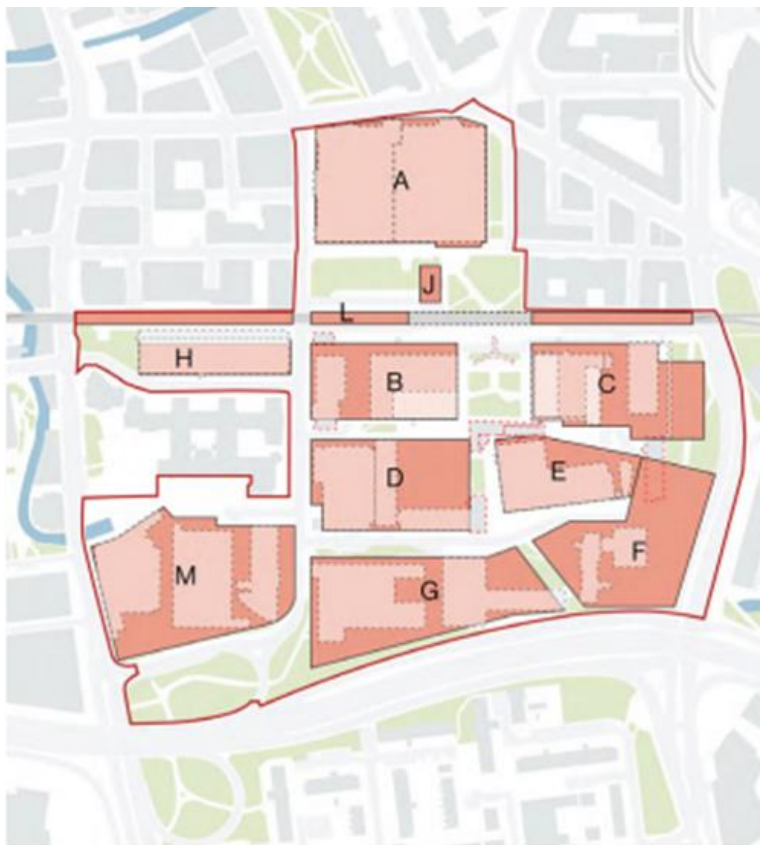


Figure 3.1: SRF Boundary

Surrounding Land Uses

- 3.2. Land to north and northwest, beyond the viaduct arches on Granby Row, comprises the following residential buildings: Uncle; Granby House; and Salisbury House. Land to the north-east comprises green public space at Vimto Park and the now vacant Sackville Building, which also form part of the Sister masterplan.
- 3.3. To the east lies the Paper Science Building and Renold Building. Renold Building has recently undergone works to re-activate the building for commercial uses and collaboration spaces related to Sister and, beyond Renold, Plot C for which planning applications have been recently submitted for a commercial development and new civic square. Further north-east lies Piccadilly Station, Manchester's primary rail hub.
- 3.4. Land to the south comprises Weston Hall which is purpose-built student accommodation building. Land to the south-west comprises the former UMIST Campus.
- 3.5. The southern boundary of the SRF Area is the Mancunian Way, beyond which lies the predominantly residential areas of Ardwick, Brunswick, and Hulme.

Site Description

Site Area

- 3.6. The Site extends to circa 0.528 Ha.

Existing Buildings, Structures and Spaces

- 3.7. The Site principally was used as a multi-storey car park which closed in October 2024. The car park is no longer fit for purpose and therefore has reached the end of its economic life.
- 3.8. The building also accommodates three ancillary commercial uses (2 x retail (Use class E) and 1 x Sui Generis Bar), all of which are now vacant.
- 3.9. There is evidence of anti-social behaviour at the Site with the existing car park subject to vandalism and graffiti.

Trees

- 3.10. There are 11 trees on Site in total. Of these, 6 are in B2 category, which is characterised by moderate quality and value, and 5 in C1 category, which is characterised by low quality and value. For completeness, all trees are to be retained and protected during the works. The application is accompanied by a Tree Survey.

Access and Topography

- 3.11. The Site is currently accessed via Charles Street from the south which runs between Princess Street and Sackville Street. Access to the Site is also via Sackville Street from the east.
- 3.12. There is a difference in level change of 3m across the Site from Sackville Street in the east to Princess Street in the west.

Connectivity

- 3.13. The Site is in a highly accessible location in Manchester City Centre and enjoys a range of excellent transport links and proximity to similar and necessary establishments. Numerous bus and tram stops are located along the Oxford Road Corridor, as well as railway stations, providing further sustainable transport options, all conveniently close to the Site. Access to the inner ring road by private car is immediately south of the Site. See below for accessibility breakdown by sustainable transport modes.

Rail

- 3.14. Manchester Piccadilly is located just over 355m away from the Site, meaning access to the wider city region and major cities such as London and Birmingham are situated only a seven-minute walk away. 310m to the west of the Site is Manchester Oxford Road, another key transport link offering commuters access to the wider city region, and UK towns and cities such as Liverpool, Leeds, and Birmingham. There are several pedestrian routes connecting commuters from Oxford Road Station to the Site, all of which are between 7 to 9 minutes.

Metrolink

- 3.15. Piccadilly Station Tram Stop, a 10 -minute walk away from the Site offers multiple services taking commuters from the centre of Manchester to a variety of towns and neighbourhoods across the City Region, including Eccles, Ashton-under-Lyne, Altrincham and Bury.

Bus

- 3.16. Bus routes also run along Charles Street, Sackville Street, Whitworth Street, London Road and Oxford Road. There is a BeeWay off-road cycleway on London Road, and bus stops adjacent to the Site on Sackville Street in both directions. The Site has a GMAL (measure of public transport accessibility) of 8, which is the highest possible score.
- 3.17. Manchester's Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. The nearest Free Bus stop from the Site is 6 mins away at Palace Theatre. Free Bus buses are accessible by users with disabilities and run on a 10-minute daytime frequency. The Free Bus service covers most of the City Centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives the Site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.
- 3.18. Manchester Coach station is an 8-minute walk away from the Site, offering national and regional services at affordable prices.

Walking

- 3.19. The Site benefits from excellent pedestrian connectivity, with readily accessible transport infrastructure and a range of amenities within comfortable walking distance.
- 3.20. The Site's adjacency to academic institutions around Oxford Road is ideal for occupiers of the future development. The presence of numerous green spaces, including Sackville Gardens and Vimto Park, contributes to a pleasant and healthy living environment.

Site Specific Environmental Designations

Air Quality

- 3.21. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO₂ is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

- 3.22. There are no Sites of Special Scientific interest or Special Areas of Conservation ('SAC') located on or immediately adjacent to the Site. The closest, the Rochdale Canal SAC designation is 5.4km to the north-east of the Site. The closest site of Special Biological Interest ('SBI') is the Ashton Canal SBI, which is located 465m north-east of the Site.
- 3.23. Although there are protected and notable flora and fauna and other species within Central Manchester (where the Site is located), however there are no records of such species on the Site.
- 3.24. The Site is largely hard standing the building, with small areas of overgrown vegetation which are of negligible ecological importance. As noted within the Ecology Report, the Site is of negligible ecological importance for bats and no evidence of other protected species have been found on the site.

Flood Risk and Drainage

- 3.25. According to The UK Governments Flood Map (Figure 3.2), the Site is located within Flood Zone 2 defined as having a medium probability of flooding, meaning there is between a 0.1% and 1% annual probability of river or sea flooding.
- 3.26. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

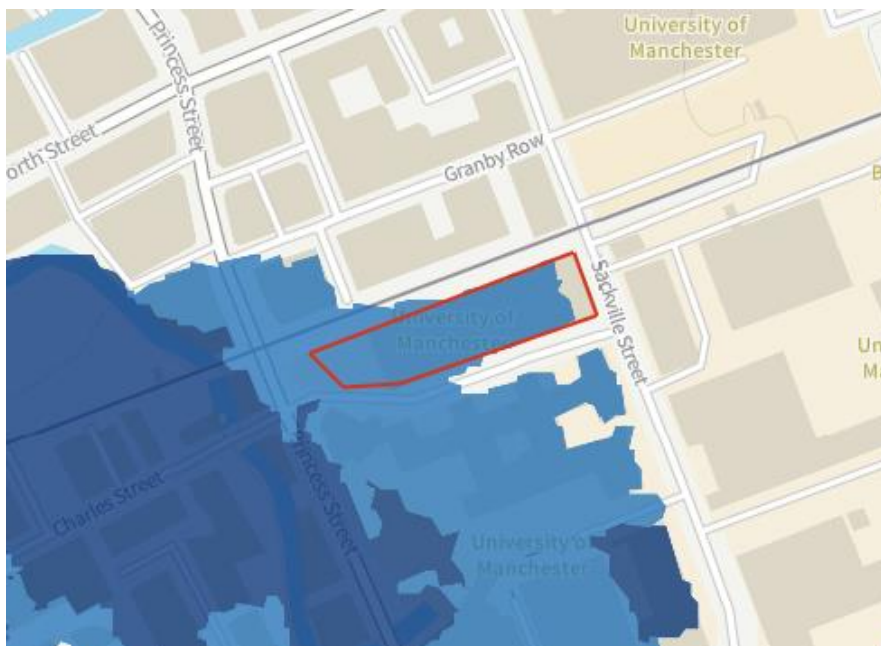


Figure 3.2: Site marked in red, UK Government Flood Map

Heritage

- 3.27. While the Site is not located within a Conservation Area, the Site’s northern boundary lies adjacent to the Whitworth Street Conservation Area. George Street Conservation Area is located 430m to the north-west of the Site and Peter Steet is located 484m to the north-west of the Site.
- 3.28. Whilst the Site does not contain any heritage assets, it is within the immediate setting of the Grade II Listed Manchester and Altrincham Railway Viaduct and Grade II Listed Buildings along Granby Row, all located to the north.
- 3.29. The Renold Building, located east of the Site, has also now been designated as a Grade II listed building by Historic England.
- 3.30. There are 101 Listed Buildings located within 500m of the Site (see Figure 3.3), with the following in the immediate vicinity in order of distance from the Site:

Table 3.1- Historic England Listed Asset List

Map No.	Location	Grade	List Entry Number
1	Granby House	II	1218253
2	Orient House	II	1200838
3	Renold Building, UMIST Campus	II	1491623
4	Institute Of Science and Technology	II	1247609
5	Lass O Gowrie Public House	II	1293175
6	Manchester House	II	1270897
7	Asia House	II*	1247432
8	Lancaster House	II*	1254887
9	India House (Including Attached Wrought Iron Gateway Linked to Lancaster House)	II*	1254836
10	Central House	II	1247389
11	Regency House with Barclays Bank	II	1254835
12	Sculptural Wall	II	1400857

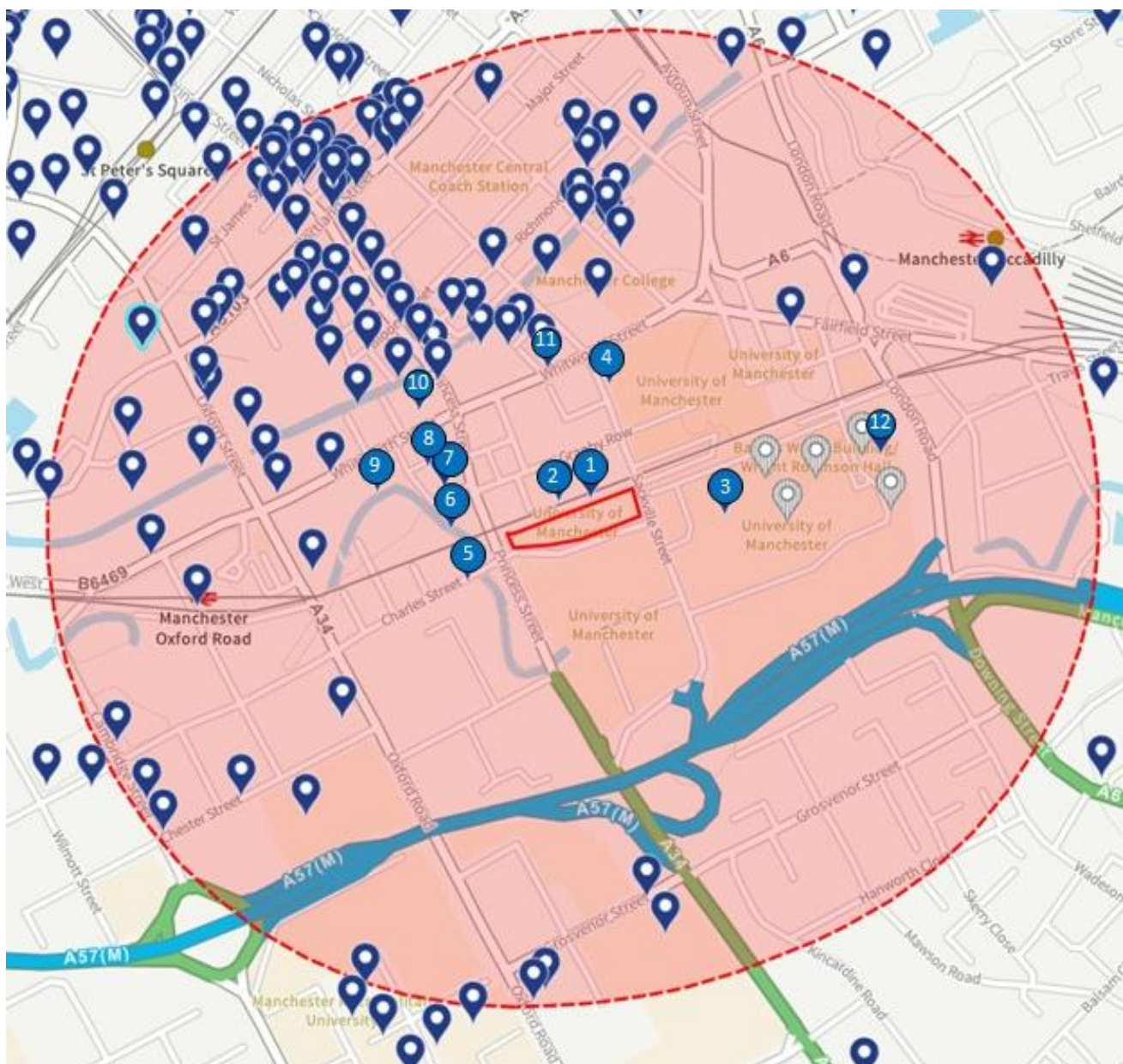


Figure 3.3: Historic England Listed Asset Map

Planning History

3.31. A search of the Site's planning history has been undertaken using MCC's Public Access system and those of relevance to the Site have been summarised below:

Table 3.2: Planning History

Reference	Description of Development	Status
F17029	Use of car park on Saturdays and Sundays for the sale of motor vehicles by the public to public	Temporarily Approved
F/AD03579	Removable painted sign boards at 1st, 2nd, and 3rd floor levels on Charles Street elevation of car park.	Approved
073558/FO/2004/C3	Change Of Use from vacant unit to B1 (office) for a temporary period of 2 years	Approved

Reference	Description of Development	Status
128535/FO/2020	Installation of galvanised wire mesh panels to infill open balconies and staircases and the provision of electrically operated galvanised roller shutters to the vehicle's entrances; new anti-climb fencing installed around the plant roof; and new external doors are to be installed to staircases 001 and 004.	

4. The Proposed Development

This Section summarises the key elements of the Proposed Demolition and should be read in conjunction with the submitted application documents.

The Proposed Demolition

- 4.1. The proposal is for demolition of the existing multi storey car park and three ancillary commercial units.
- 4.2. Once demolished, the cleared site will facilitate the next phase of development at Sister, helping to realise the vision for the masterplan as a world-leading innovation district in Manchester, fostering collaboration between academia and industry while delivering a vibrant, sustainable community including over 1,500 new homes.
- 4.3. The demolition works will be supported by the appointment of traffic management installations, full height hoarding (2.4m high), full height wrapped protection scaffold to the north, east and partial west elevations. Following the implementation of scaffolding and protective installations, the building will be soft stripped and all asbestos containing material will be removed.
- 4.4. The top three floors of the multi storey car park will be demolished in a top-down, floor by floor sequence. The remaining structure is then proposed to be demolished on a structural bay-by-bay basis and the foundations removed up to a depth of 2m.
- 4.5. The whole demolition process, including the soft strip and asbestos removal, is anticipated to take circa 20 weeks. The Demolition Method Statement prepared by Elford Demolition and Remediation sets out the detailed method in more detail.

Table 4.1- Proposed Quantum of Proposed Demolition

Measurement / Detail	Proposed Demolition
Total Site Area	0.528 Ha
Demolition Area	0.3405 Ha

Site Accessibility

- 4.6. The main entrance into the Site is from Charles Street, which is the same as the existing entrance into the car park.

5. Planning Assessment

The following Section sets out the relevant Development Plan Policies and other Material Considerations and assesses the Proposed Demolition against these.

- 5.1.
- Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) 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”.

Planning Framework

- 5.2.
- The Development Plan and Material Considerations for the Site and Proposed Demolition is comprised of the following:

Table 5.1- Planning Framework

DEVELOPMENT PLAN			
REGIONAL	GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012) and 2024 addendum	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024)		
Supplementary Planning Guidance	Air Quality & Planning Technical Guidance (2022)	Planning and Noise Technical Guidance (2022)	
	GD04 Waste Storage and Collection Guidance (2023)	Manchester Climate Change Framework 2020-25 (2023)	
Strategic Vision Documents and Regeneration Frameworks	Manchester Piccadilly SRF (2014) and (2018)	Corridor Manchester’s Strategic Vision to 2025 (2015)	
	Oxford Road Spatial Framework (2018)	Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)	
	ID Manchester Strategic Regeneration Framework (2023)		

- 5.3.
- The Proposed Demolition is assessed with reference to these documents in respect to the following relevant planning considerations:
 - Principle of Development
 - Waste Management
 - Townscape and Heritage
 - Townscape and visual impact

- Heritage
- Environmental Considerations
 - Traffic and transport
 - Flood Risk and drainage
 - Ecology and biodiversity
 - Ground conditions
 - Noise and vibration
 - Air quality
- Other Considerations
 - Demolition management

Principle of Development

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JPStrat1: Core Growth Areas
- JPStrat2: City Centre
- JP-S1: Sustainable Development

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy CC8: Change and Renewal
- Policy EN1: Design Principles and Strategic
- Policy DM1: Development Management

Material Considerations

- NPPF (2025)
 - ID Manchester SRF (2023)
 - Guide to Development in Manchester (2007)
-

Overall Case for Demolition

- 5.4. In accordance with the first part of S38(6) of the TCPA, the Proposed Demolition accords with the Development Plan as a whole, considering the policies in the Core Strategy (2012), Saved Policies from Unitary Development Plan, and Places for Everyone Plan (2024), and it is further supported by other material considerations. As evidenced throughout this section, this is predicated on the fact that the existing use of the Site has reach the end of its economic life. As a highly accessible previously developed site, which has been identified for redevelopment in support of Manchester City Council place - based regeneration priorities, the proposed demolition is an essential step towards that objective. Additionally, it is clearly considered within the report how the effects of the demolition process can be managed and mitigated, as a basis for granting planning permission with appropriate planning conditions.
- 5.5. In considering the Proposed Demolition against other material considerations, due consideration has been had to the NPPF and the Site's location within the SRF Area and Oxford Road Corridor.
- 5.6. At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11) which states that development proposals that accord with an up-to-date development plan should be approved without delay.
- 5.7. At the Regional level, Places for Everyone (PfE) promotes the ambition to bring forward urban / brownfield land for development. The Sister innovation district, and the Proposed Demolition within it, is supported by a number of PfE policies:
- Policy JP-Strat 1 (Core Growth Area) and Policy JP- Strat 2 (City Centre) encourage sustainable development within the Core Growth Area and Manchester City Centre which will support jobs, increase number of homes and provide infrastructure in the area over the next few decades, being the primary focus for business and retail and offering significant opportunity to maximise the use of previously developed land. The Proposed Demolition contributes to these policies by freeing up brownfield land for future sustainable development and incorporating sustainable demolition practices.
 - Policy JP- S1 (Sustainable Development) requires development to utilise sustainable construction methods and make use of vacant buildings to meet development needs.
- 5.8. At the local level, the Site falls within the City Centre and Regional Centre for which a number of Core Strategy Policies apply with specific reference to the principle of development. Those most relevant to the principle of the Proposed Demolition include:
- Policy CC8 encourages development that will contribute to the promotion of the social, economic or environmental well-being of Manchester. The Proposed Demolition directly aligns with this policy by facilitating future sustainable development by providing a cleared Site.
 - Policy SP1 outlines that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. The demolition of the existing multi-storey car park and retail units, located within the Regional Centre, directly supports the policy by freeing up previously developed land for future development and facilitating efficient land use and sustainable development within the Regional Centre.
 - Policy EN1 requires developments to adhere to design principles to minimise disruption and maintain the character of the area. A detailed demolition method statement has been submitted with the application which addresses this.
 - Policy DM1 – The demolition complies with all relevant development management guidelines, including those related to traffic management, public safety, and environmental protection during the demolition phase.

- 5.9. The NPPF sets out in Paragraph 11 that plans and decisions should apply a presumption in favour of sustainable development. The Proposed Demolition supports this by reusing previously developed land efficiently and sustainably.
- 5.10. Paragraph 126 encourages proactive identification of suitable land. The Proposed Demolition is targeted at preparing a brownfield site within the SRF area for future development.
- 5.11. Based upon the above, the Proposed Demolition is considered to be in compliance with the Development Plan and NPPF with regards to Principle of Development.

Climate Change and Energy

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-S1 – Sustainable Development

Core Strategy (2012)

- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN8 – Adaption to Climate Change

Material Considerations

- NPPF (2024)
- ID Manchester SRF (2023)

- 5.12. A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020- 2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.
- 5.13. As referenced above, the existing building has reached the end of its economic life and cannot be retained or adapted. Redevelopment is therefore the only option, aligned to achieving the objectives set out within the Siter (ID Manchester) SRF. Whilst there is inevitably embodied carbon in demolition, this will be mitigated as far as practicable through sustainable demolition practices. The site previously developed nature, high levels of accessibility and location within a strategic regeneration area, lend itself to a highly sustainable development that can only be achieved via the proposed demolition of the existing building.

Crime and Security

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1- Development Management

Material Considerations

- NPPF (2024)
-

- 5.14. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.
- 5.15. The existing multi-storey car park on Site is currently vacant and attracts anti-social behaviour. The building has also been subject to graffiti and vandalism.
- 5.16. The Proposed Demolition of the building will remove the focal point of anti-social behaviour whilst securing the Site. This in turn will make the area safer for pedestrians and local communities. The proposals therefore comply with Policy DM1 of the Core Strategy.

Waste and Servicing

Relevant Policies and Guidance

Core Strategy (2012)

- Policy EN19- Waste

Material Considerations

- Waste and Storage Collection Guidance Note (GD04)
 - NPPF (2024)
 - NPPG – Waste (2015)
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- 5.17. Core Strategy Policy EN19 ‘Waste’ requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. To comply with the above, EDR has included a Waste Strategy within the DEMP to support the application. We anticipate that this will be listed as an approved document, requiring the proposals to come forward in accordance with its recommendations. NFDC Demolition & Refurbishment Information Data Sheet Programme has also been used to ensure high standards of material handling, reuse, recycling, remanufacture, reduction, and disposal.
- 5.18. The ‘Skips, Bins and removal of surplus material’ section of the DEMP sets out the waste strategy for the Proposed Demolition. Waste will be segregated at source, with different materials (e.g., bricks, concrete, timber, metals) handled and disposed of appropriately.
- 5.19. Hazardous waste will be handled separately, using sealed containers and licensed contractors, with all necessary documentation maintained. Monthly reports from the waste management contractor will detail waste types and quantities. It also outlines that the contractor will be responsible for ensuring safe and compliant waste disposal, using only licensed carriers and maintaining all necessary documentation.
- 5.20. It is anticipated that details of waste management be subject to a compliance condition attached to any resultant planning permission.

Townscape and Heritage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-P2: Heritage

Core Strategy (2012)

- Policy CC6 – City Centre High Density Development
- Policy CC9 – Design and Heritage
- Policy EN3 – Heritage

Saved Unitary Development Plan (1995)

- Policy DC18.1 – Conservation Areas
- Policy DC19.1 – Listed Buildings

Material Considerations

- NPPF (2024)
 - NPPG
 - Guide to Development in Manchester (2007)
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Townscape and Visual Impact

- 5.21. A Townscape and Visual Impact Assessment ('TVIA'), assessing the impact of the Proposed Demolition has been undertaken by Layer and is submitted in the ES.

Townscape

- 5.22. The Townscape Assessment considers the impact of the Proposed Demolition across the following criteria: urban grain; land use; building heights; public realm and streetscape; and site character.
- 5.23. During demolition, townscape impacts range from minor significance and neutral effect due to activities such as site clearance, erection of site hoardings, changes to ground level public realm, construction traffic and lighting.
- 5.24. On completion of all demolition works, impacts range from minor significance and neutral effect due to a vacant site and hoardings to the Site perimeter.
- 5.25. Once demolition has concluded, The Site will be cleared and secured by the hoarding that was in place during the construction phase. In the event that Plot H is to remain vacant for a period, prior to future development being implemented, then the planning position with regard to the status of the hoardings will be regularised in discussion with the LPA. There will be a short-term gap in urban grain and an openness created by the flattening of a 4-5 storey building; however, the poor quality and inactive facades that fronted Sackville Street and Charles Street will have been removed which is seen as a positive change.

Visual Impact

- 5.26. During construction phase, at worst, the effect on visual receptors is minor negative as there will be a degree of disruption to views. This is a temporary effect.
- 5.27. During operation phase, impact on visual receptors will be localised and in the instance of public viewpoints, receptors will experience a transient view of The Site. From locations to the north of The Site (Granby Row and Vimto Park), effects will be limited because the railway viaduct and mature trees provide a good degree of screening.

Heritage

- 5.28. A Heritage Report has been prepared by Stephen Levrant Heritage Architecture ('SLHA').
- 5.29. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, 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..."
- 5.30. Chapter 16 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 5.31. Paragraph 202 advises that heritage assets are "an irreplaceable resource and should be conserved in a manner appropriate to their significance".
- 5.32. Paragraph 212 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be.
- 5.33. Paragraph 215 of the NPPF states that:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."
- 5.34. Paragraph 216 relates to NDHAs at states:

"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset"
- 5.35. Places for Everyone Policy JP-P2: Heritage sets out that reference should be made to national planning policy. It also sets out:

"3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer."

- 5.36. The local heritage Development Plan policies detailed in Places for Everyone Policy JP-P2, Core Strategy Policies CC9, EN3 and retained UDP Policies DC18.1 and DC19.1 retain the same emphasis as the NPPF, with a focus on the fundamental importance of ‘preserving or, where possible, enhancing the historic environment’.
- 5.37. The NPPF and the associated PPG emphasise the need for a thorough understanding of the significance of heritage assets, to form the basis for the assessment of any development impact. In addition, Core Strategy Policy EN3 evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.
- 5.38. While there are no listed buildings within the Site, there are four Listed Buildings within the immediacies of the Site, the setting of which special regard should be made:
1. Manchester & Altrincham Railway Viaduct – Grade II.
 2. Granby House – Grade II.
 3. Orient House – Grade II.
 4. Renold Building- Grade II
- 5.39. The Site is situated to the south of the Whitworth Street Castlefield Conservation Area boundary.
- 5.40. The Heritage Report demonstrates that the demolition of the car park will cause a negligible adverse impact on their settings. It concludes that the Proposed Demolition would be considered to incur a slight benefit to the setting of these designated heritage assets, allowing for much more of the viaduct to be appreciated, particularly in views from Charles Street and Sackville Street.
- 5.41. The loss of the Charles Street MSCP has been demonstrated to result in no harm to the built historic environment.

Environmental Considerations

Traffic and Transport

Relevant Policies and Guidance

Core Strategy (2012)

- Policy T2 – Accessible Areas of Opportunity and Needs
- Policy CC5 – Transport

Material Considerations

- NPPF (2024)
- Guide to Development in Manchester (2007)

- 5.42. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that in developments regard should also be given to the need for disabled and cycle parking provision.
- 5.43. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

- 5.44. To comply with the above, a Transport Note have been prepared by Civic accessing the impact of the Proposed Demolition.
- 5.45. The Transport Note outlines that construction vehicle movement and parking will be managed to mitigate community impact through a strategy detailed in the Demolition Environmental Management Plan (DEMP). This involves using a single access point on Charles Street with controlled vehicle movements and marshalled traffic flow to prevent highway congestion. Delivery vehicles will be scheduled to avoid peak times, and local suppliers prioritised to reduce overall traffic volume.

Trip Generation

- 5.46. The Proposed Demolition will generate some traffic due to demolition works. However, it is envisaged that vehicle numbers associated with this activity would be low when compared to existing annual average daily traffic flows on the major routes and links to the adjoining highway network.
- 5.47. The overall traffic volume generated by demolition activities is not expected to give rise to significant traffic and transport effects in relation to severance, driver delay, pedestrian/ cycle delay, pedestrian/ cycle amenity, fear and intimidation or highway safety.
- 5.48. This assessment considers the limited number of daily vehicle trips, the planned access strategy prioritising local suppliers to minimise traffic volume, and the excellent public transport links available to staff. The vehicle movements are expected to have a negligible impact on the highway network.
- 5.49. It is anticipated that transport and traffic details will be subject to a condition attached to any resultant planning permission. Based upon the above the Proposed Demolition is supported by the Development Plan and NPPF with regards to Transport.

Flood Risk and Drainage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S4 – Flood Risk and the Water Environment

Core Strategy (2012)

- Policy EN14 – Flood Risk
- Policy EN17 – Water Quality

Material Considerations

- NPPF Chapter 14 – Meeting the challenge of climate change, flooding and coastal change.
- Planning Policy Statement 25: Development and Flood Risk Practise Guide

- 5.50. Places for Everyone Policy JP-S4 requires developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.
- 5.51. Core Strategy Policy EN14 notes that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green

Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.

- 5.52. According to the Environment Agency Flood Map, the Site is located within Flood Zone 2, which is defined as land having medium probability of flooding from rivers and the sea.
- 5.53. The Site is an existing multi-storey carpark which is entirely impermeable with external hard landscaping in the developable area. The proposed works will see the demolition of the existing carpark, retention of existing utilities and drainage beneath the existing carpark, and changes to finished ground levels in order to provide a platform for development.
- 5.54. Following the site clearance works, it is anticipated that the surface water run off rates will not increase and are likely to be reduced when compared to existing site. This is because some of the existing hardstanding areas of the site would be removed, and verge areas would be introduced. This could potentially offer additional void space at the ground surface and will increase the overall permeability of the site.
- 5.55. Existing gullies and associated drainage channels will be removed as part of the demolition works. To mitigate this, the contractor will provide temporary drainage connections to the private culvert at the points of existing connection. This is to ensure that surface water runoff can still enter the existing drainage network and drain the site effectively. The details and implementation of the temporary drainage connections will be confirmed and agreed upon as a condition attached to any resultant planning permission.
- 5.56. Based upon the above the Proposed Demolition is considered to be supported by the Development Plan and NPPF with regards to Flood Risk and Drainage.

Ecology and Biodiversity

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Core Strategy (2012)

- Policy EN15: Biodiversity and Geological Conservation

Material Considerations

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- NPPF (2024)
- NPPG – Biodiversity Net Gain (2024)

- 5.57. In England, Schedule 7A of the Town and Country Planning Act 1990 sets out the objective that any development for which planning permission is granted will achieve at least a 10% Biodiversity Net Gain (BNG), and that a plan to achieve this will be submitted to and approved by the LPA. This was inserted by the Environment Act (2021).
- 5.58. Places for Everyone Policy JP-G8 outlines that through local planning and associated activities a net enhancement of biodiversity resources will be sought.

- 5.59. Core Strategy EN15 states that MCC will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Proposed Developments will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.
- 5.60. To comply with the above, Tyler Grange have prepared an Ecology Report, which have been submitted alongside the applications.
- 5.61. The Ecology Report notes that the existing car park which is at an existing urban site is considered unlikely to increase indirect impacts to the wider area. The concrete structure of the car park has no discernible cracks and crevices and therefore has negligible bat roosting suitability.
- 5.62. Based upon the above the Proposed Demolition is considered to be in compliance with the Development Plan and NPPF with regards to Ecology and Biodiversity.

Ground Conditions

Relevant Policies and Guidance and Guidance

Core Strategy (2012)

- Policy EN18 – Contaminated Land and Ground Stability

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- NPPF Paragraph 196

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- 5.63. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.
- 5.64. To comply with the above, a Preliminary Geoenvironmental Appraisal has been prepared by Calabrian and is submitted in support of this Planning Application.
- 5.65. The report notes that the Site has a history of small scale industrial and commercial use, including saw-mill, garages which may have impacted the ground.
- 5.66. A Preliminary Conceptual Site Model (CSM) and risk assessment have been developed, identifying potential contaminant linkages. While the risk of landfill gas or mine workings is considered low, made ground presents a moderate risk. An appropriate period of gas monitoring and risk assessment may be required dependent upon ground conditions encountered. It is anticipated that this will be secured by a planning condition.
- 5.67. The current use of the site as a car park is unlikely to have caused any significant ground or groundwater contamination. Former small-scale industrial and commercial uses of the land may have given rise to some ground and groundwater contamination. At this stage the only potential requirement for remediation might be 'clean' soil cover within landscaped areas and potentially remediation (removal or suitable vapour barrier) of volatile compounds from beneath the building.
- 5.68. Based upon the above the Proposed Demolition is considered to be supported by the Development Plan and NPPF with regards to Ground Conditions.

Noise and Vibration

Relevant Policies and Guidance

Core Strategy (2012)

- Core Strategy Policy DM1- Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Other Planning Policy and Guidance

- NPPF (2024)
- NPPG – Noise (2019)

5.69.	Saved UDP Policy DC26 Development and Noise outlines 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. In giving effect to this intention, the Council will consider both: <ul style="list-style-type: none">• 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.
5.70.	Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including noise and vibration.
5.71.	To comply with the above Noise and Vibration has been scoped into the EIA and therefore an Acoustics ES Chapter has been prepared by Blackbird Acoustics, which assesses the potential noise and vibration impacts of the Proposed Demolition.
5.72.	The ES chapter notes that baseline noise levels are primarily dominated by road traffic noise from surrounding streets and railway noise. Noise pollution emanating from the demolition will be managed by mitigation measures such as erecting acoustic barriers, phasing high-noise activities, regular maintenance of plant and equipment, and routing construction traffic away from sensitive receptors.
5.73.	Based upon the above the Proposed Demolition is considered to be in compliance with the Development Plan and NPPF with regards to Noise and Vibration.

Air Quality

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S5- Clean Air

Core Strategy (2012)

- Policy EN16 – Air Quality
- Policy DM1 – Development Management

Material Considerations

- NPPF (2024)
 - NPPG – Air Quality (2019)
 - Guide to Development in Manchester (2007)
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- 5.74. Policy JP-S5 of Places for Everyone encourages to take up a comprehensive range of measures to support improvements in air quality and requiring developments to submit relevant air pollution data if they could have an adverse impact on air quality.
- 5.75. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.
- 5.76. In line with Core Strategy Policy EN16 'Air Quality', an Air Quality Assessment has been prepared by Happold assessing the impact of the Proposed Demolition, is submitted in support of this Planning Application.
- 5.77. The Proposed Demolition has been assessed based upon the potential impacts with regards to air pollution. It focuses on emissions from demolition activities and traffic, and their impacts on local air quality and human health, in line with IAQM guidance.
- 5.78. Existing baseline conditions have been reviewed. The predominant source of pollution in the surrounding area is road traffic. Road transport accounts for 65% of total nitrogen dioxide emissions in Greater Manchester, and an Air Quality Management Area (AQMA) has been declared across the city centre and surrounding arterial roads.
- 5.79. The Proposed Demolition could result in potential for dust soiling and impacts on human health. Mitigation measures include dampening down activities, use of sheeted lorries, and regular monitoring, which will minimise the impact to negligible. Emissions from machinery used in the demolition process are another potential source. Mitigation involves ensuring all machinery meets EU Stage IV emission standards (or Stage IIIA minimum), thereby reducing the impact to a negligible level. Increased traffic during the demolition phase could also contribute to pollution. Mitigation strategies include a traffic management plan to minimise unnecessary vehicle movements and to ensure that the increase in traffic volume remains within acceptable limits. These are captured in the submitted Demolition Environmental Management Plan and Transport Technical Note, details of which it is anticipated will be subject to a suitably worded condition attached to any resultant planning permission.
- 5.80. The assessment concludes that the Proposed Demolition is not anticipated to result in any significant adverse air quality effects.
- 5.81. Based upon the above the Proposed Demolition is considered to be supported by the Development Plan and NPPF with regards to Air Quality.

Other Considerations

Construction Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management
 - Policy SP1- Spatial Principles
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- 5.82. The Demolition Methodology and Programme Chapter of the ES has been prepared by RG Group. The Chapter sets out best practice for the demolition process to minimise the impact on the surrounding area in line with Core Strategy Policy DM1 and has informed the assessments within the ES technical chapters.
- 5.83. The Demolition Environmental Management Plan with Demolition Method Statement prepared by EDR submitted with this application, details construction methodologies and best practices to minimise impacts on amenity and the surrounding area.
- 5.84. The DEMP includes measures to mitigate noise, vibration, dust, air and light disturbance, among other environmental considerations. It also addresses waste management and protection of water resources.
- 5.85. Appropriate delivery routes will be established to limit the duration vehicles occupy the network. Diverse routes will be used to distribute vehicle movements, and deliveries will be scheduled outside peak traffic flow hours where possible.
- 5.86. Hoarding and fencing will be installed along the Site boundary, designed to mitigate dust and noise. All branding and advertising will require approval from Sister.
- 5.87. Site operating hours will adhere with MCC's 'Environmental Protection Information for Developers' which shall be as follows:
- Monday – Friday 07:30 – 18:00 hrs
 - Saturday 08:00 – 16:30 hrs
 - Sunday/Bank Holidays – No works permitted
- 5.88. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Demolition & Environmental Management Plan which will clearly outline mitigation measures against dust soiling, emissions from machinery, noise pollution emanating from demolition activities and traffic management plan to minimise unnecessary vehicle movements.

Summary

- 5.89. This section of the report provides a summary of how the Proposed Demolition has been comprehensively assessed in relation to relevant policies of the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an EIA and other technical reports.
- 5.90. Read together, it has been shown that the Proposed Demolition is in accordance with the development plan and relevant material considerations when read as a whole which has been set out within this chapter.

6. Conclusion

- 6.1. The Proposed Demolition will be delivered by ID Manchester Ltd and the University of Manchester (the Applicants). ID Manchester Ltd is a JV between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister. Bruntwood SciTech has a strong track record of delivering complex projects across the UK such as premium office, laboratory space and innovation hubs. The recently opened Renold Innovation Hub within the SRF Area was also delivered by the Applicants.
- 6.2. The Proposed Demolition will remove the existing multi-storey car park on Charles Street and three associated commercial units. The car park forms part of the Sister (ID Manchester) SRF area and is currently no longer fit for purpose and therefore has reached the end of its economic life. The Proposed Demolition will ready the site for the next phase of development at Sister, which will help to realise the vision for the masterplan as a thriving destination where academia and commercial business come together.
- 6.3. The Proposed Demolition will also contribute directly to the City's Council's strategic objectives as detailed in Our Manchester Strategy: 2025-35, Economic Strategy, Green and Blue Infrastructure Strategy and Industrial Strategy.
- 6.4. The Site is currently occupied by a vacant car park which closed operations in October 2024. The associated retail units are also now vacant. The SRF, endorsed by MCC in December 2023, recognises that the Site presents a significant strategic opportunity to transform an underutilised area of the City Centre. The Proposed Demolition will facilitate future redevelopment of the brownfield land, delivering on the SRF's vision.
- 6.5. The Proposed Demolition is also in line with Policy JP- S1 (Sustainable Development) of Places for Everyone Plan (2024), utilising sustainable construction methods and make use of vacant buildings to meet development needs.
- 6.6. The Site benefits from exceptional accessibility due to its proximity to a wide range of transport links, including Oxford Road Station.
- 6.7. Overall, the Proposed Demolition will result in a number of benefits, summarised below:
 - Facilitating the revitalisation of an underutilised brownfield site, removing a significant blight on the local landscape and contributing to an environmental improvement in the area, even before long-term redevelopment, and ultimately contributing to Manchester's regeneration.
 - Creation of employment opportunities during demolition.
 - Contribute to improving safety and reduce anti-social behaviour by demolition of vacant building.
 - Support the long-term goals of the ID Manchester SRF
- 6.8. This Statement, supported by a comprehensive suite of technical assessments, provides robust justification for the Proposed Demolition.

- 6.9. A full appraisal of how the Proposed Demolition addresses the specific planning policy considerations and other material considerations, is set out within Section 5 of this Statement. In conclusion, a detailed assessment of the proposals has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Demolition is considered to be in accordance with the Development Plan when taken as a whole. It is further supported by the assessment of other material considerations including the endorsed SRF for the Site and the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole. As such, the Proposed Demolition therefore merits the support of the local planning authority.

Appendix A – Application Documents

The Application is supported by the following documents:

Application Documentation		Author
Application Form		Deloitte
Covering letter		Deloitte
Site Location Plan		Hodders and Partners
Existing Site Plans and Elevations		Hodders and Partners
Proposed Plans, Elevation and Sections		Hodders and Partners
Planning Statement (incl. Statement of Community Involvement)		Deloitte
Ecology Report		Tyler Grange
Heritage report		Stephen Levrant Heritage Architecture
Demolition Environmental Management Plan incl. Demolition Method Statement and Waste Management		Elford Demolition and Remediation Ltd
Transport Technical Note		Civic
Ground Conditions Note		Roscoe
Tree Survey		Tyler Grange
Tree Constraints Plan and Protection Plan		Tyler Grange
Environment Statement		
Volume 1: Environmental Statement including:		EIA team
<ul style="list-style-type: none">IntroductionMethodology		

Application Documentation		Author
<ul style="list-style-type: none">• Alternatives and Design Evolution• Site and Description of Development• Construction Management – Programme and Methodology• Townscape and Visual Impact• Air Quality• Noise and Vibration• Summary of Residual Effects• Type 1 Cumulative Effects		
Volume 2: Technical Appendices		EIA team
Volume 3: Non-Technical Summary		Deloitte



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