

Application Number	Date of Appln	Committee Date	Ward
143164/FO/2025	19th Jun 2025	23 rd October	Deansgate Ward

Proposal Creation of a mixed use development comprising three separate components: an office building of up to 18 storeys (Use Class E (g)) with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis) with rooftop plant and roof top amenity; a residential building up to 37 storeys (Use Class C3a) with roof top plant level, basement car and cycle parking; and a residential building up to 49 storeys (Use Class C3) with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), roof top plant level and basement cycle parking, together with landscaping and public realm, drainage, sub-station, servicing and access arrangements, car parking, highway alterations and other associated works following demolition of the existing building complex.

Location Albert Bridge House, Bridge Street, Manchester, M3 5AH

Applicant Oval Real Estate Ltd

Agent Mr Adam Watson, Savills

EXECUTIVE SUMMARY

The proposal is for 2 residential buildings of 37 and 49 storeys and an 18-storey office. Public realm which would improve access along the River Irwell is also proposed.

Fourteen objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration: The proposal accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This brownfield site currently contains a large building and car parking and is an example of post war architecture and planning.

The proposal would create 29,902 sq. m of Grade A offices and 800 homes close to public transport, walking and cycle routes. Some parking would be provided for disabled people which would be fitted with EV charging points. There would be 100% cycle provision for the homes and 229 spaces for the offices. The enhanced public realm would include improved pedestrian linkages and a river walkway.

Economic Benefits: 475 FTE jobs per annum would be generated during the 4 year construction phase. These would contribute approximately £19.9.m GVA. Up to

894 jobs would be created on completion. These jobs are expected to generate a GVA of circa. £102m per annum. When including multiplier effects from the supply chain, it is estimated that total direct, indirect, and induced employment could be in the order of 1,285no. FTEs. Over 2,400 residents would spend locally, with annual household expenditure is expected to be £20 million pa. There would be additional council tax and business rates.

Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The public realm would improve connectivity and provide a pedestrian friendly environment.

Environmental: This is a low carbon proposal in a highly sustainable location. It would be highly efficient with some renewable technology. There would be no harmful impacts on traffic and any local air quality impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water run off. The height, scale and appearance of the buildings would be acceptable in the context of the setting of listed buildings and conservation areas. Secured by Design principles would ensure the proposal is safe and secure. Waste management would prioritise recycling.

Impact on the historic environment: The proposal would overall have a positive impact on the city scape. There would be some localised impacts on nearby listed buildings and conservation areas which is considered in detail in this report. The harm would be less than substantial harm. In all cases the assets remain legible and understood in their context. The harm would be outweighed by the public benefits.

Impact on local residents and local businesses : The impact on daylight/sunlight, glare and overlooking would be acceptable. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial units would meet relevant standards

A full report is attached below for Members consideration.

Description of site

This 0.89 ha site is bounded by the River Irwell, Bridge Street, St Mary's Parsonage and Trinity Bridge. It is in the St Mary's Parsonage SRF Framework Area. It is occupied by the vacant Albert Bridge House (constructed in the 1950s) along with two surface car parks and Albert Bridge Gardens.

Albert Bridge House is an office building of 18 storey's flanked by a 6 and 13 storey blocks, with a single storey building fronting the River Irwell. Albert Bridge House currently offers 19,432 sqm of office floorspace. The complex has been vacant since October 2022 and was previously occupied by HMRC. A City Council owned 65 space pay and display car park is accessed by Bridge Street. There are circa 137 parking spaces across the two car parks located within the Site. A 72 space private car park is accessed from St Mary's Parsonage.



Existing site layout

Albert Bridge Gardens is in the north western corner of the site with limited access to the river through the site. There are 31 trees on site. 3 trees to the south west of the site in the Bridge Street Car Park are protected by a TPO.

The northern part of the site by the River is overgrown and adjoins a lower seating area. This forms a dead-end and has poor natural surveillance and there has been anti social behaviour.

This is a highly sustainable location. Salford Central Station, Victoria Station and the tram stop at Exchange Square are nearby. There are bus routes on Bridge Street. The majority of the site is in Flood Zone 1 and the northern boundary by the River is in Flood Zone 3. The site is in a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Giant Hogweed is present within the site.

The site is not in a conservation area, but the Parsonage Gardens and Deansgate/Peter Street conservation areas are nearby.

The closest residential properties are at Century Buildings, 2-8 Leftbank, 29 New Bailey Street, 32 Quay Street, The Bridge (40 Dearmans Place), Bradshaw House (Dearman's Place) and Alcock House (99 Chapel Street).

The site is in the St Mary's Parsonage SRF. Consent has been granted nearby for:

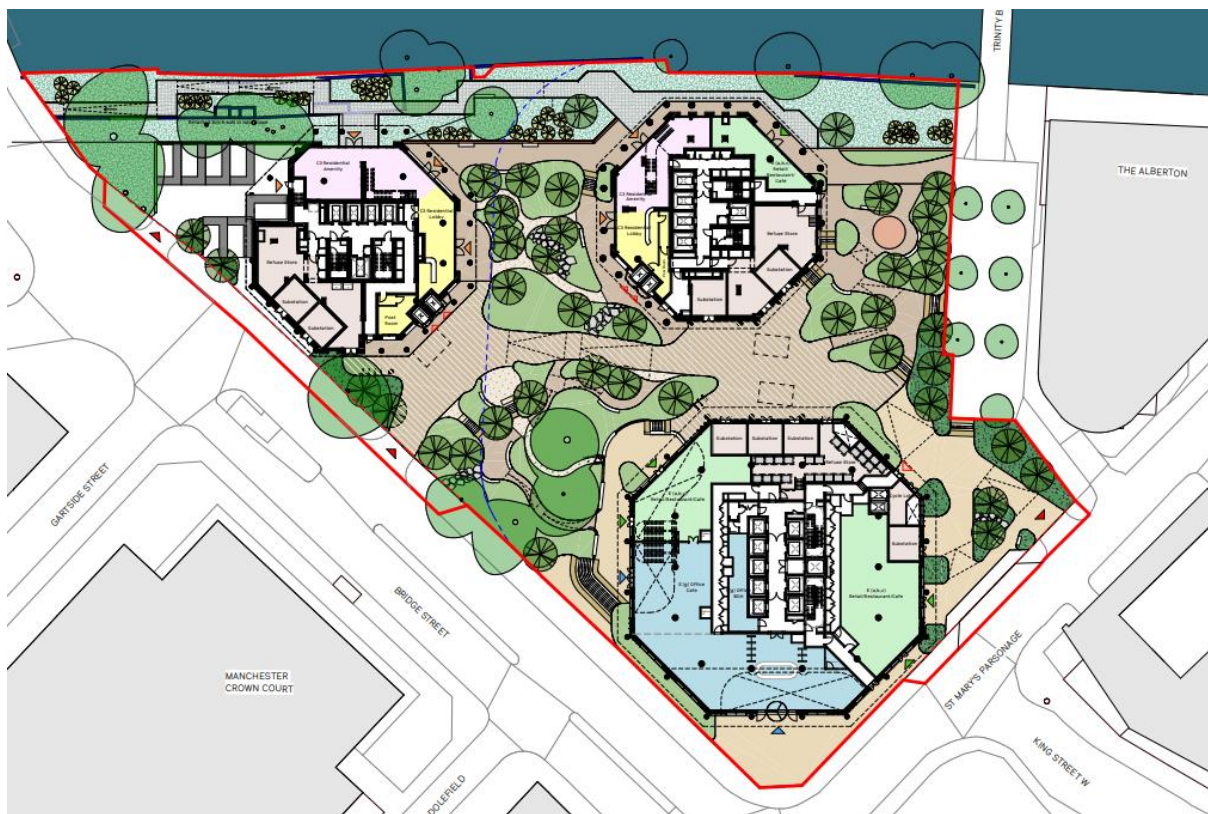
- 129251/FO/2021 and 129252/LO/2021: Kendal Milne building (98-116 Deansgate) - internal and external alterations as part of proposals for change of use and three storey rooftop extension to form 9 floors of offices and commercial uses at ground, lower ground and basement levels.
- 134287/FO/2022: Alberton House - Erection of a 19 storey (ground including mezzanine, plus 18) building above basement level to form an office development with ground floor commercial.

- 135028/FO/2022 and 135029/LO/2022: Reedham House - Demolition of 31-33 King Street West and erection of 14 storey office building and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor commercial.

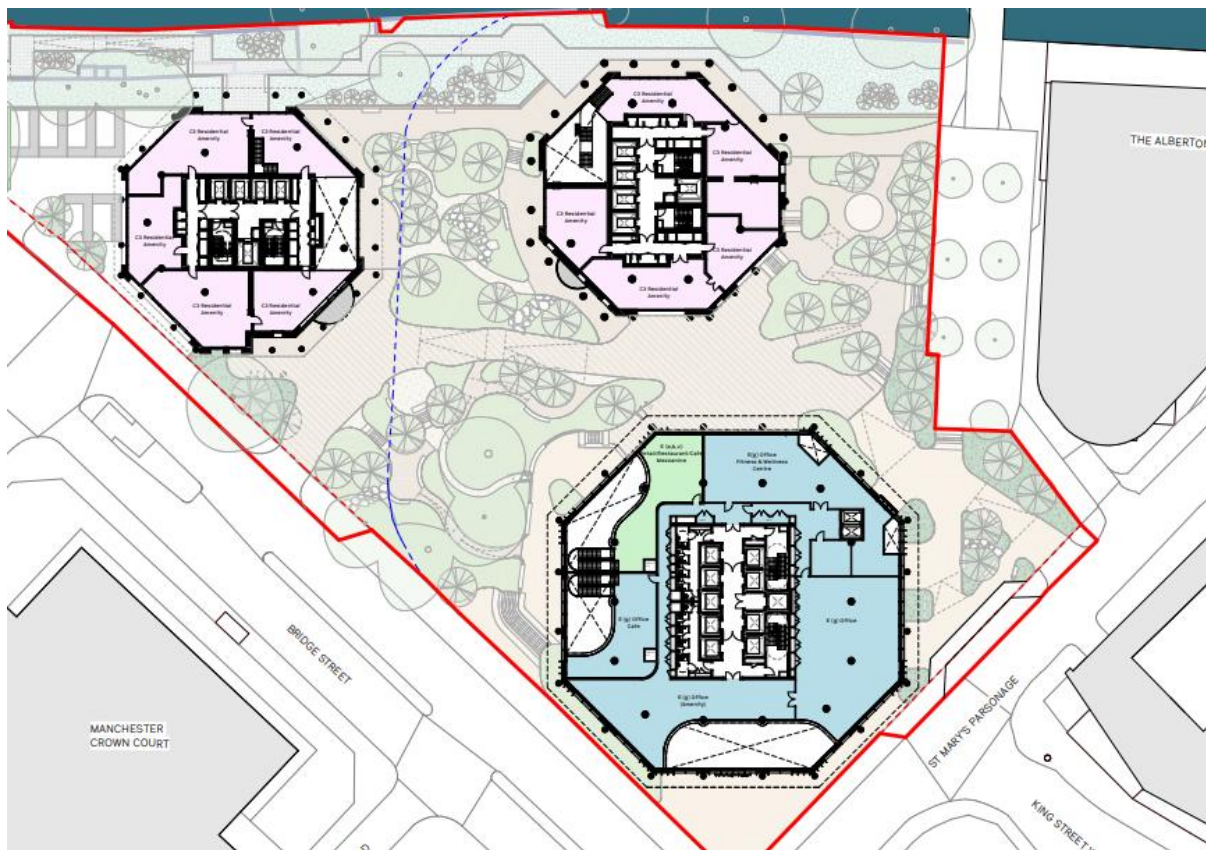
The Proposal

The proposal would comprise the demolition of Albert Bridge House with the erection of 2 residential buildings at 37 and 49 storeys and an 18 storey building containing 29,902 sq. m of office floorspaces and 560 sq. m (GIA) of flexible commercial space. Public realm would surround the buildings with a central area and a riverside walkway.

Each building would have an octagonal form and be constructed around a central core with visual activity on all sides. They would be set back from the site boundary's within the public realm.



Ground Floor plans



First Floor Plans

Building A

Building A would be 37 storeys and located on the north-western of the site and provide 381 homes including 213 one bed, 134 two bed and 34 three bed with 89% dual aspect. The building height above ground level would be 123m.

The ground floor would include a reception, bin store and residential amenity on the River frontage. There would be entrances from the riverside and the central public realm. There would be public realm to 5 sides with the remaining 3 sides adjoining a parking area with 7 spaces for disabled people. The ground floor would be set back within a colonnade.

The first floor would contain shared residential amenity space including co-working space and fitness and wellbeing spaces. The upper floors would comprise the residential units up to level 36 where there would be further communal residential space. The basement would contain 381 cycle spaces, back of house facilities and plant equipment.

The roof level set behind a parapet would contain plant and equipment including Air Source Heat Pumps (ASHP) and a building maintenance unit.

Building B

Building B would be 45 storeys on the north-eastern section of the site and provide 419 homes with 52 one bed, 321 two bed and 46 three bed. There would be areas of

public realm to all sides. The ground floor would be set back within a colonnade. The building height above ground level would be 158.55m.

The ground floor would include a reception, bin store, and an area of residential amenity. There would be a single commercial unit for flexible retail/ restaurant/café use (84sqm). There would be an entrance from the riverside and the central public realm.

The upper floors would comprise homes up to level 48 where there would also be further communal residential space.

The roof level set behind a parapet would contain plant and equipment including Air Source Heat Pumps (ASHP) and a building maintenance unit.

The first floor of this building would comprise areas of shared residential amenity space including co-working space and fitness and wellbeing spaces. The basement would contain 419 cycle spaces, back of house facilities, and plant equipment

The roof level set behind a parapet would contain plant and equipment including Air Source Heat Pumps (ASHP) and a building maintenance unit

The mix of homes in the 2 buildings would be 30% 1 bed, 60% 2 bed and 10% 3 bed. All would meet M4(2) standards and 10% would be adaptable to M4(3).

Building C

Building C would be an 18 storey office providing with 29,902 sq. m of office space (ABH is 19,432 sqm) and 471 sq. m (GIA) of flexible commercial space. Its floorplates would support flexible layouts, suited to a variety of working styles, from private enclosed offices and collaborative open-plan layouts to agile workspaces that promote hybrid working. This adaptable approach ensures that both large corporate occupiers and smaller agile businesses would be able to tailor their environment to their particular business needs. The building height above ground level would be 82.94m

There would be 2 commercial units for retail/ restaurant/café, a bin store, access to the cycle store and plant areas. A basement would contain 229 cycle spaces, showers and changing areas, a cycle workshop, ice baths and saunas, back of house facilities and further plant areas.

The roof level set behind a parapet would accommodate plant including ASHP and PV panels. The eastern section would include amenities for tenants, including a winter garden, social and breakout spaces, boardroom, and a bar.

Public Realm

The public realm would be 4950 sqm, similar in size to Albert Square and twice the size of Parsonage Gardens. The streetscape would be improved on St Mary's Parsonage and Bridge Street and a river walkway would be created. The public realm would include informal play areas and seating.

The main square would include hard and soft landscaping including rain gardens. It would include a clear pedestrian route through to Trinity Bridge from Bridge Street and St Mary's Parsonage. An Urban Arboretum would include large, retained trees and hard and soft landscaping with stepping stones and curved paths in the form of play trails. Large existing mature trees would be retained. There would be hard and soft landscaping along the River with a raised public walkway to link Bridge Street with Trinity Bridge. It would extend beyond the retained bank edges at locations as a light galvanised mesh structure navigating through the mature trees. The active ground floor uses would spill out on the River's edge.

7 trees would be removed and 73 trees (including 41 semi-mature trees) would be planted. The three TPO trees would be retained.



The facades to the residential buildings would have horizontal and vertical banding with a segmented appearance. Each segment would be staggered to break up the uniformity of the banding and would increase from the lower to higher levels. Scalloped panels would create variety and create light and shadow.

Building A would be constructed of glazing and anodised aluminium panels in red, copper, and light bronze tones with a pale green precast concrete base with large areas of double height glazing. The panels would change from a deep red at the base to light red at the top, with bronze and rust tones.

Building B would also be constructed of glazing and anodised aluminium panels in red, copper, and light bronze tones with a pale brown / cream precast concrete base with large areas of double height glazing. The panels would change from the base to the top from a deep to light red at the top, with some bronze tones. There would be both smooth and ribbed areas of concrete.

The upper floors of both buildings would have scalloped panels, horizontal banding, spandrel panels, openable perforated panels and back-painted glass panels.

The facades to Building C would be curtain walling with mid bronze coloured anodised glazed spandrels & cill panels with projecting mullions. This would be mixed with flat, scalloped and perforated anodised panels. It would have the same segmented horizontal banding and staggered vertical banding.

The ground floor would have double height glazing, fluted anodised aluminium-clad columns (light bronze), perforated anodised aluminium sinusoidal profile and frame panels and a concrete upstand. There would be an anodised aluminium sinusoidal profile panel with a perforated ventilation zone. Further ventilation would be provided through vertical louvred anodised aluminium battens.

At levels 17 and 18 the cladding would be light grey/silver anodised aluminium perforated panels with light bronze scalloped solid profiled panelling to provide air intake to plant equipment and acoustic and visual screening to mitigate noise impacts. The perforated panels would be replaced with full height glazing to provide views out and shelter from wind to amenity areas.

All residential properties would be ventilated by Mechanical Ventilation with Heat Recover) (MVHR).

There would be 14 cycle parking spaces in the public realm.

Vehicle access to the parking would be from Bridge Street. Service access would be via one way vehicular through the centre of the public realm accessed from Bridge Street and existing on St Mary's Parsonage. There would be a service layby for taxi drop off and deliveries.

The application is supported by Application forms and certificates and plans; Design and Access Statement; Planning and Tall Building Statement; Landscaping Strategy; Statement of Consultation; Energy Statement; Biodiversity Net Gain Assessment; Ventilation Strategy; Ecological Assessment; Archaeological Assessment; Travel Plan; Fire Statement; Crime Impact Statement; TV Reception Survey; Broadband Connectivity Assessment; Drainage Strategy; Aerodrome Safeguarding Assessment; Waste Management; Servicing Strategy; and Environmental Statement including Chapters on Climate Change Resilience and GHG Emissions; Daylight, Sunlight and Overshadowing; Townscape and Visual Impact; Wind Microclimate; Human Health; Socio-Economic Impacts; Noise and Vibration; Arboricultural Impact Assessment

Consultations

Publicity – Nearby residents and businesses have been notified and the application has been advertised in the local press as a major development, a public interest development, affecting the setting of listed buildings, affecting a public right of way and as accompanied by an Environmental Statement. 14 objections have been received from 2 rounds of neighbour notification. The comments from objectors relate to: design and scale and townscape, impacts on heritage assets, lack of affordable housing, impacts on amenity, privacy and overlooking, Impacts on sunlight and daylight, overshadowing, traffic and highways and wind . A summary is outlined below:

Design and Scale and impacts on Townscape

- The buildings should be lower and the taller buildings set further back from the river i.e. towards the town side (where the office block is proposed).

- The proposed residential towers of up to 49 storeys, together with a separate 37storey block, are wholly out of scale with the surrounding area. Such large structures would dominate the skyline, overshadow neighbouring buildings, and significantly alter the character of the Deansgate Ward and adjacent conservation areas.
- This part of Manchester is already subject to multiple large-scale developments. Approving this application risks unbalanced over-development, eroding the historic and architectural character of the area.
- Adjacent buildings are 11 stories and the 37 and 49 storey proposed buildings will completely dominate and change the area. They are far to tall to be so close to the river.
- The scale and design of the proposed buildings appear incongruous with the surrounding architecture. This raises concerns about overdevelopment and a lack of sensitivity to the area's character and heritage.
- The number of storeys in each residential building be significantly reduced and similar to the height of the office building of 18 storey.
- The proposal for 37 and 49 storey buildings on this site has no precedent set in this area of the city. These buildings are ridiculously tall, extraordinarily unattractive and unnecessary in a city that has already seen a plethora of high-rise developments in recent years.
- Almost 100 photos showing what it will look like but nothing to show how it will look from Leftbank Apartment, Albert Bridge or New Bailey. It is going to have a big impact on these areas and change the outlook from all these angles.
- I believe I will lose the view of Manchester Cathedral, down the river, which was a selling point of my apartment.
- The proximity of the buildings to each other is minimising the amount of public space and potential landscaping.
- I do not understand how the development is adding anything architecturally to the area where we already have the Lowry Hotel, the People History Museum and the Civil Justice Centre. All of which will be overshadowed by the development.
- The newer proposed development (previous 135834/FO/2023) differs dramatically from this application. There are three buildings as opposed to two. The number of residential units have doubled. The taller tower is 4 stories higher than the previous application and considerably taller than the Civil Justice Centre and the taller of the Affinity Living.

Impacts on Heritage Assets

- This development is not being viewed in conjunction with all the other many and varied building and road proposals within the same area. Despite the St

Mary's Parsonage Redevelopment Framework, this proposal still borders a conservation area, and respect and consideration to that needs to be prioritised.

Impacts on amenity, privacy and overlooking.

- People in the buildings opposite our homes are likely to be able to see directly into them.
- The development would result in considerable loss of light, privacy, and outlook for existing residents in nearby properties, including those at Chapel Street and surrounding apartments. The scale and density proposed would also create a sense of overbearing for neighbouring occupiers.

Impacts on Sunlight, Daylight and Overshadowing

- The building will block daylight to neighbouring properties.
- The two proposed blocks are too close to the river and our homes will be overshadowed for more of the day. This would affect mood, heating costs and the value of our properties
- The day and sunlight assessment document is unintelligible; what will the impact on daylight be on one of the very few green spaces in the city centre at Parsonage Gardens? Alongside the Kendal's car park development to increase the existing building by a further 12 storeys, the daylight and sunlight on the park will be severely reduced along the south-east side.
- Clermont-Ferrand Square serves as an important community space, providing social, recreational, and economic benefits. A tall development overshadowing this area risks making it less inviting, which could reduce foot traffic and harm local businesses.
- At present the area along the river (opposite the proposed development) is a lovely place to sit, enjoying peace and quiet and bright daylight, this will be spoilt by these 2 very tall residential buildings. The reduced daylight will substantially reduce plant and grass growth and cause mould to develop and harm the area habitat.

Wind

- The buildings are close together. There will be a wind tunnel impact regardless of the quoted reports.

Traffic, Highways and Parking provision.

- The increase in traffic will cause high levels of congestion. With the bus gate on Bridge Street stopping traffic exiting the city freely the extra traffic will cause more problems than there are now.
- Traffic infrastructure not enough to cope with the increase of residents and visitors.
- The bus gate into Salford creates unbelievable traffic congestion, and it is now impossible to head into North Manchester from the city centre. The junction of Quay Street and Gartside Street is oversubscribed and cannot tolerate any more traffic. The Council's plans to narrow Bridge Street onto Deansgate will only exacerbate the problems further. The intended purpose behind reduced driving options to reduce emissions is rendered void by the traffic running engines for hours while stationary in these traffic jams, and this will be further fuelled by years of additional construction vehicles and then increased residential and commuter traffic once the development is complete.
- As a cyclist myself, I note the plans include cycle parking, but realistically the city's cycle lanes infrastructure is incomplete, ill-considered and sometimes even dangerous. Commuters to this office development are likely to live too far away to cycle daily, and the public transport system leaves much to be desired with reliably late or non-running buses and trains.
- There are no details are provided in terms of a suggested route of bike access by the residents.
- I have concerns about the impact of additional traffic from delivery services.
- There is no designated area for taxi pickup/drop off or for supermarket / Amazon deliveries
- There is no designated area for visitor access prior to using the NCP car parks (mostly in Salford).
- Full access for refuse trucks is required from Bridge Street the increase of vehicular access will impact the already congested area of Bridge Street and Gartside Street
- Only 7 disabled spaces for over one thousand residents.

Affordable Housing

- No affordable living units are proposed.

Noise / anti-social behaviour

- Construction needs to be considerate of neighbours and be carried out from 9-5 and not at weekends

- Noise from additional commercial uses and 'spilling out' into the public realm will cause additional adverse impacts on residents within an area already flooded with bars and restaurants.
- The inclusion of bars and retail units at ground level will result in a substantial rise in foot traffic, delivery vehicles, and late-night activity creating additional noise. We already have to endure loud music from MOJO into the early hours of the morning along with late night foot traffic over the Trinity Bridge.
- Builders would need to be asked to not shout and sing loudly as has happened currently on occasions from Alberton House.
- The roof top plant will need to be monitored to ensure motors are not droning night and day.

Other

- This development risks devaluing homes in the immediate area, due to the diminished living environment it will create.
- As it is in the area, a lot of apartments are not occupied. Will the increase in supply of apartments be taken up? It will not be a good image for Manchester if some of the buildings become "ghost residence".
- I have nothing against regeneration and development for the right reasons, but I see this proposal as an eyesore, greedy and damaging to the local environment.
- I understand that the space between the edge of the building and the river is only eight meters. How does this enhance the riverside walkway everyone proposes to support.
- I could not find who takes responsibility of the river wall. I understand it is the development to maintain the river wall and keep the vegetation at bay.
- The implication is that the existing water services can support this development. How often will the water services (sewer and water runoff) need maintenance.
- Waste Management figures do not appear to reflect the amount of waste paper and cardboard generated by deliveries, especially Amazon.
- I don't think the space can support the volume of people, there are no additional services to support these residents (GP- Dentist- Supermarket, grocery stores).
- The consultation at PHM was not adequately advertised and communications were poor resulting in a low attendance.

- The overall scheme provides very limited usable public or green space compared to the scale of development. The increase in population density will not be matched by sufficient open space, leading to poor quality of life for future residents.

Historic England – Have no objections.

Twentieth Century Society – Object to the total loss of the building which they consider to be a non-designated heritage asset (NDHA). The loss would constitute substantial and unjustified harm in both architectural heritage and environmental terms. The application does not provide adequate justification for this harm, as it does not adequately explore possibilities for its retention and retrofit.

The total demolition would represent the loss of an irreplaceable asset, and one which has not been shown to be structurally unsound and appears in generally good condition.

They believe there is significant scope for the retention of the ABH complex and it could be creatively and sensitively retrofitted. Although this option is briefly explored in the Design and Access Statement, it is dismissed. The complex adjoins or is in proximity to the Deansgate Conservation Area and the Parsonage Gardens Conservation Area. It is not in a conservation area but is visible from multiple heritage assets and its demolition would impact the historic environment and character of the area.

They objected to a previous application on this site (135834/FO/2022) in 2022 and note that that this received a Resolution to Grant consent in 2023. The updated scheme fails to address the concerns raised previously about losing ABH.

City Centre Growth & Infrastructure Service- The proposals remain broadly aligned with the principles of the SRF which was approved by the Council's Executive in 2020 following public consultation. This set out the vision to bring forward mixed use development, revitalising underutilised or redundant sites. This scheme has the potential to provide a range of benefits to Manchester, including:

- **New housing supply:** The addition of 800 apartments will help address the city's growing demand for high-quality urban living, particularly in a location with excellent transport links and amenities.
- **Economic growth:** The provision of Grade A office space will support job creation and attract new businesses, contributing to the continued vitality of Manchester's economy.
- **Urban regeneration:** The scheme will transform a prominent but underutilised site into a vibrant, mixed-use destination, enhancing the character of the St Mary's Parsonage area and improving the riverside frontage.
- **Sustainable development:** The residential and commercial development proposed represents a significant improvement in the sustainability and carbon footprint from the historical development within the site.

The proposals provide an interesting interpretation of new public realm led by green infrastructure which is consistent with what we would encourage. Given the scale of development proposed, the need exists to ensure that the public realm and regeneration at Albert Bridge House, knits with the wider area. There is the opportunity to connect the various development sites within the St Marys' Parsonage area with a cohesive approach to public realm. This represents an opportunity to maximise the impact and value of the proposed development, providing an enhanced setting and addressing opportunities to enhance active travel movement, access to public and green spaces and increased opportunities for activation.

We believe if integrated correctly this development will make a positive and lasting contribution to the city's skyline and urban fabric that aligns with Manchester's strategic growth ambitions.

Head of Highways- No objection subject to conditions relating to cycle parking provision, off-site highways works, a Travel Plan and a construction management plan.

They note that impacts from solar glare would not pose a highway safety risk.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - No objections and recommends conditions relating to mitigation of any contamination, acoustic insulation of the premises and any plant and equipment, fume extraction, the storage and disposal of refuse, the hours during which deliveries can take place, air quality management, impacts from light pollution and the management of construction.

Greater Manchester Police (Design for Security) – No comments received.

Tree Officer - No comments received.

Canal and Rivers Trust – No comments

Greater Manchester Ecology Group – The planting and biodiversity improvements would achieve a biodiversity net gain that would meet the 10% requirement of Schedule 7A of the Town and Country Planning Act 1990. They have requested further details of the management of invasive species along the banks of the river which could be secured through a condition.

The habitats to be created and/or enhanced are not significant to be secured by a 30 year Management and Monitoring Plan. Nevertheless, it is important and the landscaping should be secured by a landscape management plan. A landscape management plan could be provided as part of the Biodiversity Gain Plan, which would be required to discharge the Biodiversity Gain Condition.

They recommend a condition to protect the water course during demolition and construction to secure the implementation of the Environmental Management Plan (June 2025) provided as part of the application.

Flood Risk Management Team – No objections subject to conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

Health and Safety Executive (Planning Gateway One)- Are satisfied with the fire safety design to the extent that it affects land use planning.

Environment Agency – No objection subject to conditions relating to flood risk management, piling and mitigation for risk from contaminated land.

United Utilities – No objection but recommend a condition relating to drainage

Greater Manchester Archaeological Unit – The site is adjacent to medieval gardens and had been largely developed by the late 18th century with buildings concentrated along the bank of the river. These comprised industrial, commercial, domestic properties and a riding school. In 1817, part of the site was redeveloped as Manchester's first municipal gas works, considered to have been the world's first public gasworks; this was cleared in the late 19th century and a police station erected. Other 18th- and 19th-century buildings occupying the area were cleared during the 20th century and Albert Bridge House was erected in 1962.

There could be below-ground remains of 18th- and 19th-century buildings, including Albert Mill, a landing stage and elements of the early gas works which, in view of their potential archaeological interest, warrant further investigation prior to development. These investigations should be required by planning condition.

Work and Skills – Recommend a local labour condition for the construction including a requirement to provide a report of local labour outcomes.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections subject to a condition in relation to provision of aviation warning lighting and an informative in relation to cranes.

Active Travel England - Is in principle supportive of the proposal which is well-located with residents, visitors, and employees able to enjoy amenities in Manchester and Salford. They have recommended that conditions are attached in relation to travel plan implementation and monitoring.

Sport England – Have no comments.

Natural England- Have no objection.

Salford City Council – No objections

Manchester Water Safety Partnership - encourages full consideration to be given to the installation of suitable safety equipment and related staff awareness and training. This could include throw lines and floatation devices, suitable lighting and location signage. Signage highlighting the dangers of water and any unprotected edges should be clearly marked. The MWSP recommends a full risk assessment in

conjunction with the Royal Life Saving Society and implementation and ongoing management of the recommendations.

ISSUES

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995) together with the recently adopted Places For Everyone (PfE) Joint Development Plan. The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The Plan is now adopted planning policy and its policies must therefore be given significant weight in the planning balance. The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – This proposal would provide 800 homes. Providing homes in sustainable locations is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – This proposal would develop a brownfield site close to jobs, amenities and public transport. The proposal would provide a variety of different sized homes to meet a wide variety of family needs and circumstances.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – Jobs would be created during construction and when the proposal is operational.

Objective 4: Maximise the potential arising from our national and international assets –The proposal would provide an appropriate development on a strategic site, replacing an underutilised site, creating a high quality development which would include active routes and enhance legibility.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance of Salford and Victoria Stations, tram stops and with access to the local bus connections on Deansgate, Bridge Street and Blackfriars.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon proposal includes Air Source Heat Pumps

Objective 8: Improve the quality of our natural environment and access to green spaces – Biodiversity would be improved, there would be external planted areas for residents and the public and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – Travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The proposal would support economic growth and support the role of the city centre as a major growth area, through the delivery of homes and 29,902 sqm of grade A office space. It would support jobs both during construction and in operation. It could act as a catalyst for further development in the SRF area.

JP-Strat2 – City Centre – This would be a high density scheme in a highly sustainable location. The proposal would help consolidate the role of the city centre as one of the most significant economic locations in the country. This highly accessible location is appropriate for this high density Grade A office space.

JP-Strat14 – A Sustainable and Integrated Transport Network – This would be a high density development close to excellent public transport. Connections in and around the site for pedestrians and cyclists would be improved.

JP-S1 – Sustainable Development –The buildings would be energy efficient and would meet the highest sustainable standards. PV's and ASHP would generate renewable energy. Biodiversity would be improved, and water and recycling would be managed to ensure this is a sustainable development

Policy JP-S2: Carbon and Energy – The proposal would include MVHR served from ASHPs and would exceed the requirements under Part L 2021. The offices would aim to achieve BREEAM excellent.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

Policy JP-S5: Flood Risk and the Water Environment – The proposal would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – 7 EV charging parking spaces are proposed for disabled people. Construction activities can be mitigated to minimise the impact on air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. The proposal would be highly efficient and low carbon.

JP-J1 – Supporting Long Term Economic Growth – This proposal would provide 29,902 sq. m of offices. This would contribute to bringing talent and jobs in this sector to the city. Local employment would also be created through construction and would be supported by a Local Benefit Proposal.

JP-J2 – Employment Sites and Premises – Employment led regeneration is supported at this site. The site offers an opportunity to deliver a significant amount of office space in an accessible location. The proposal would help to maintain the city centres position as one of the prime office locations in the country.

JP-J3 – Office Development – The 29,902 sq. m of office space would contribute to the 2,019,000 sqm of floorspace that needs to be provided in the plan period. The city centre is expected to account for more than half of this.

JP-G6 – Urban Green Space – The public realm would support the local community, residents and officer users. A green edge would improve the environment along a main river frontage and provide traffic free links to the public realm.

JP-G7 – Trees and Woodland – 73 trees would be planted and would mitigate those lost with a net enhancement. Biodiversity and the character of the area would be improved, particularly the River edge and routes through to the footbridge link to Salford would be improved.

JP-G8 – A net enhancement of biodiversity and geodiversity – A net enhancement of biodiversity and geodiversity – The proposal would achieve a 10% on site Biodiversity net gain through the enhancement of the river and the new tree and shrub planting

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be on site planting and potential for bird and bat boxes. The tree planting and vegetation would create on site biodiversity and achieve the required 10% net gain. The proposal would retain the 3 TPO trees.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include homes in a variety of sizes with amenities and an on site management suite. All homes would be M4(2) compliant and 10% M4(3) compliant.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

JP-P1 Sustainable Places – The proposal would develop an underutilised site. The proposal would promote recycling.

Policy JP-P2: Heritage – The architecture and materials would be high quality and minimise impacts on the setting of nearby heritage assets.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The pedestrian routes would support an integrated network of streets and improve permeability and accessibility to the city centre.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport.

JP-S3: Heat and Energy Networks - There are no planned heat networks within the immediate vicinity of the scheme.

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - This is a highly accessible location and the proposal would reduce the need to travel by private car, support sustainable development and help to halt climate change.

SO2. Economy - Homes in this sustainable location would support economic growth. Jobs in this highly accessible location would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities. The scheme would create 29,902 sq. m sqm of office space and provide construction jobs and permanent employment. 550 sqm of active ground floor uses would be created.

SO5. Transport - The proposal would be highly accessible, reduce the need to travel by private car and make effective use of public transport. Sustainable transport improves physical connectivity and enhances the City's function and competitiveness and provides access to jobs, education, services, retail, leisure and recreation.

SO6. Environment - The scheme includes up to date energy efficiency measures in the fabric and construction, would be low carbon and highly sustainable. A travel plan would promote sustainable transport and 1043 secure cycle spaces are included.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of a regeneration area, would complement other development in the area and improve street level activity and natural surveillance.

Policy EC1 (Land for Employment and Economic Development) – The proposal would create 29,902 sq. m of office space at a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create jobs during construction and when in operation. The design would use the site efficiently and enhance the sense of place. Residents and employees would have access to a range of transport modes and opportunities for crime would be reduced.

Policy EC 2 Existing Employment Space- The proposal would increase the quantum of office space at the site would replace redundant accommodation.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe) – The proposal would provide homes in an appropriate location close to sustainable transport. It would include communal facilities. This is an appropriate location for the office accommodation with all sustainable transport nearby. The scale and type of activity would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – This would be a high quality proposal providing offices in an area identified primarily for economic development.

Policy CC5 (Transport) - The proposal would be accessible by a variety of sustainable transport modes and would help to improve air quality.

Policy CC6 (City Centre High Density Development) – This high density proposal would use the site efficiently.

Policy CC7 (Mixed Use Development) – The ground floor would activate the street edge and riverside and provide amenities and services to the new business and residential community.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and in operation.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby heritage assets is discussed in detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would complement nearby regeneration activity. The proposal and public realm would be fully accessible. All homes would be M4(2) adaptable and 10% M4(3).

Policy T1 (Sustainable Transport) – The limited on site parking would support modal shift to sustainable alternatives. 1043 cycle spaces would be provided with wash facilities include in the office building. Improvements to pedestrian routes and the pedestrian environment would prioritise pedestrians, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and open space. A transport assessment and travel plan demonstrate that there would be minimal impact on the local highway network.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would enhance the character of the adjacent conservation area, setting of listed buildings and the image of Manchester. The design responds positively at street level and would enhance permeability. The design is discussed in detail below.

Policy EN2 Tall Buildings - The proposal would have a positive impact on views of the City and its regeneration. Its prominence within the SRF would contribute positively to wayfinding. It would be highly sustainable. The impact on the setting of heritage assets is discussed below.

Policy (EN3 Heritage) – The impact on the settings of nearby listed buildings and the adjacent conservation areas is minor and discussed in detail later in the report.

Policy H1 ‘Overall Housing Provision’ – This is a high-density proposal on a brownfield site in a highly sustainable location. The homes would be attractive to families. Residents’ amenity space and public realm are proposed. The waste management arrangements include recycling.

Policy H8 ‘Affordable Housing’ – A Viability Appraisal demonstrates that the scheme is viable and deliverable, but it could not support an affordable housing contribution. A late stage appraisal would assess whether a contribution could be made. This is discussed in more detail below.

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

Policy EN6 The development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies- The proposal would have energy efficient fabric and includes Air Source Heat pumps and PV’s. A travel plan and cycle provision are proposed.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure – the proposal has a robust energy strategy. There are no plans for district heating or other infrastructure.

Policy EN6 ‘Target framework for CO 2 reductions from low or zero carbon energy supplies’ – The energy demands in use would be minimised. The building fabric would be high quality and energy costs should be minimised.

Policy EN9 ‘Green Infrastructure’ – The soft landscaping and 73 new trees would enhance biodiversity and improve green infrastructure. The proposal would also retain 24 trees on site including the 3 TPO trees.

Policy EN8 (Adaptation to Climate Change) – Passive design measures would control overheating.

Policy EN11 (Quantity of Open Space, Sport and Recreation) – The proposal includes areas of public realm which would connect into surrounding links such as Trinity Bridge.

EN12 (Area priorities for Open Space, Sport and Recreation) – The proposal would create public realm that would integrate into the character of the area.

Policy EN14 Flood Risk – The majority of the site is in Flood Zone 1 and a critical drainage area. The northern boundary is in Flood Zone 3 due to the proximity of the River Irwell. Surface water runoff would be minimised. Flood risk would be mitigated through design features.

Policy EN15 (Biodiversity and Geological Conservation) – The ecology on the site is not high quality and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - Construction activities would be controlled to minimise the impact on air quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. The proposal would not compromise air quality. 1043 cycle parking spaces are proposed.

Policy EN17 (Water Quality) – The proposal is unlikely to cause contamination to surface watercourses. The impact on water quality can be controlled and a condition would minimise any risk to below ground water quality.

Policy EN18 (Contaminated Land and Ground Stability) - Remediation is required before the site can be developed but ground conditions are not complex. Conditions can protect ground water and ensure the site is remediated.

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The management team would manage waste streams which includes recycling.

Policy DM1 (Development Management) – The design, scale and layout of the building and impacts on residential amenity from loss of privacy and daylight and sunlight considerations and impact on wind conditions have been considered.

DM2 ‘Aerodrome safeguarding’ - the proposal would not impact on aerodrome safety.

PA1 ‘Developer Contributions’ There would be no on site affordable housing or upfront contribution to the delivery of off site affordable housing. A review mechanism would require the provision of affordable housing to be considered at a later stage.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

Saved UDP Policies

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC7 ‘New Housing Developments’ – This would be a high quality accessible development.

Saved Policy DC18.1 Conservation Areas – The impact on the setting of the adjacent conservation area is discussed below in the report.

Saved Policy DC19.1 Listed Buildings – The impact on the setting of nearby listed buildings is discussed below.

Saved Policy DC20 Archaeology – There could be archaeological remains on the site which may be of local significance which should be properly recorded.

DC22 (Footpath Protection) - The proposal would improve pedestrian routes in the local area through ground floor activity and repaving.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

For the reasons given above and in the main body of the Report, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007) - This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows: - Make it Manchester; - Make it bring people together; - Make it animate street and spaces; - Make it easy to get around; - Make it work with the landscape; - Make it practical; - Make it future proof; - Make it a home; and - Make it happen.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

St Mary's Parsonage Strategic Regeneration Framework (SRF) (2020)

The SRF seeks to refocus the priorities of the area in order to establish St Mary's Parsonage as a clearly definable and cohesive City Centre neighbourhood, with a distinctive character and sense of place. It promotes an ambition to create a commercially led, mixed-use district, set around high-quality public space

The application site is located in the 'Albert Bridge Zone' which is characterised by large scale outdated commercial buildings that are bordered by Bridge Street, St Mary's Parsonage and the River Irwell. A car park is provided, although there is relatively little vehicular activity within the Zone.

The SRF goes on to state that the periphery of the Zone, particularly Bridge Street, is characterised by active retail uses and vehicular activity, reflecting the fact that this corridor is an important link between Salford Central and the City Centre. St Mary's Parsonage does not experience the same levels of traffic as Bridge Street, but it is nonetheless characterised by private vehicles.

There is an area of greenery that marks the entry into the area from the south-west, which includes low quality trees planted around the street edge of Albert Bridge House and along the street adjacent to the Civil Justice Centre and Crown Court.

The pedestrian footbridge on the western edge of the Zone, provides a key pedestrian route over the River Irwell, connecting Manchester and Salford. The footbridge provides a connection into the centre of Albert Bridge Zone, although its visible presence and associated wayfinding is limited.

Mid-to-late 20th Century developments in this Zone, including, Alberton House and Cardinal House which reflect a standardised use of brick in their design and construction. Albert Bridge House is a substantial development, which uses Portland Stone to provide a contextual design response to the earlier 20th Century neighbouring buildings, such as Manchester Hall and the Crown Court.

The SRF is clear that the internal configuration of Albert Bridge House is restricted and is unable to meet the future needs of commercial occupiers in its current form. Albert Bridge House is also poorly configured at ground level and does not make a positive contribution to permeability and pedestrian connections through the area.

The SRF goes on to identify Albert Bridge House as a site for new development provided this carefully considers the impact on the surrounding historic environment, improve connectivity and contributes positively to place making objectives.

A hotel and/or commercial use of the site is proposed within the SRF, however, the proposed commercial offices would be supplemented by the residential buildings within this scheme on the basis that it allows a better opportunity for place making and links across the site to be achieved.

Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and

- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The inclusion of bat and bird boxes to be secured by a condition and greenery within the public realm would enhance biodiversity at the site.

GMCA ‘Design Guidance for Net Zero’ - focuses on how to design buildings to achieve the net zero ambitions and outcomes set in PfE policies JP-S2 -Carbon and Energy and JP-S3 – Low Carbon Heat focusing on the following:

- Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
- An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable will be net zero carbon and residual carbon emissions that cannot be fully mitigated on-site should be offset.

The alignment of the proposals with the above guidance is discussed later in this Report.

Relevant National Policy

The revised NPPF re-issued in December 2024. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 ‘Delivering a sufficient supply of new homes’ states that a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an areas identified housing need as possible, including with an appropriate mix of housing types for the local community’ (paragraph 60).

Paragraph 66 states where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.

This proposal would redevelop a brownfield site in a key regeneration area for up to 800 homes. A mixture of 1, 2 and 3 bed homes would cater for families. The proposal would not be able to support affordable housing. A review mechanism would require the provision of affordable housing to be considered at a later stage.

Section 6 ‘Building a Strong, Competitive Economy’ states that Planning decisions should help create the conditions in which businesses can invest, expand

and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 85). The proposals would create jobs during construction and operation. These benefits are further quantified below.

Section 8 ‘Promoting Healthy and Safe Communities’ states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 96). The proposal would be safe and secure. Cycle parking is provided.

Section 9 ‘Promoting Sustainable Transport’ states that ‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health’ (para 110).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117).

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 125).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 128).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 129).

Paragraph 130 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The residential and hotel elements would be created on a site identified to for this purpose. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

The proposal would re-purpose an underutilised brownfield site which has a negative impact on the street scene. The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The residential and office accommodation would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site. This would be a car free development reducing car journeys to and from the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design

guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be high quality and well designed in terms of architectural detailing and scale and massing. The building would be sustainable and low carbon. The Proposed Development would include high quality public realm, biodiversity enhancements and green infrastructure.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 168).

The buildings fabric would be highly efficient, and it would predominately use electricity. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements and there would be an uplift in BNG value in excess of the required 10%.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 198 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport encouraging alternative travel choices. The majority of the site is in Flood Zone 1 and a critical drainage area. The northern boundary is in Flood Zone 3 due to the proximity of the River Irwell. Flood risk would be mitigated through design.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate deskbased assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210)

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the

weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 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.

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 (paragraph 216).

The proposal would result in a low level of less than substantial harm to the setting of heritage assets and this would be outweighed by public benefits. This is considered in detail below.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows: Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants; • means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality; controlling dust and emissions from construction, operation and demolition; and

- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include measures to manage dust to minimise the impact from construction. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

A construction management plan would include measures to minimise noise impacts of the construction process. The plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The design would be high quality in terms of architectural form and detailing and the proposed materials.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

The proposal would create public realm which would improve connectivity for pedestrians and cyclists.

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes. There would be 1029 cycle parking spaces within the residential blocks and office building and a further 14 within the associated public realm.

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

The proposal would result in a low level of harm to the setting of heritage assets. There would be considerable public benefits including the development of 800 residential units and associated commercial space, on a long standing vacant, brownfield site. Jobs would be created during construction and local labour would be prioritised. Areas of public realm and place making would be created including tree planting and areas for resting within and enjoying green space. The proposal would be highly sustainable and meet the highest industry standards. The design would be acceptable and respond to local context.

Other Legislative requirements

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

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) sets out the mandatory planning requirements for Biodiversity Net Gain.

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Conservation Area Declarations

Parsonage Gardens Conservation Area

The Parsonage Gardens Conservation Area is bounded by Blackfriars Street, Deansgate (a common boundary with the St Ann's Square Conservation Area), Bridge Street (a common boundary with the Deansgate/Peter Street Conservation Area) and St Mary's Parsonage. The River Irwell forms the western boundary.

It contains several Grade II listed buildings, including Blackfriars Bridge, and more recent buildings such as Alexandra House and Century Buildings. Parsonage Gardens is at the centre of the Conservation Area. It is surrounded by large and impressive buildings, most are in orange-red brick or terracotta, although one modern style steel and glass structure is present. The square of Parsonage Gardens is surrounded by a rich mixture of buildings of various ages and styles which are relatively harmonious in their relationships with one another.

The Grade II listed Arkwright House is a significant 7 storey office block in the conservation area.

Parsonage Gardens Conservation Area embraces a length of river frontage to the Irwell and this also includes part of the Grade II listed bridge on Blackfriars Street, half of which is in Salford. This heavy stone bridge was built around 1820 to replace a light timber footbridge of 1761. One of the three semi-circular arches is partly embedded in the river bank on the Manchester side. Despite this parallel stretch to the River Irwell, the buildings do not provide much scope for the development of a riverside walk.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Parsonage Gardens area and its use in new developments will therefore be encouraged.

Castlefield conservation area

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

St Johns conservation area declaration

St John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the conservation area which was designated in November 1970.

The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St John Street was originally terminated by St John's Church, now replaced by a formal garden containing a central memorial. Looking eastwards there is no evidence to indicate that there has ever been a specific focal point to punctuate the view. Georgian properties here have given way to a long row of Victorian shops and offices which screen the former Deansgate Goods Station. This is where Alport (meaning 'the Old Town') was located.

St John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

Deansgate and Peter Street conservation area declaration

Designated in June 1985, due to the architectural and historic interest of a number of buildings and clear groupings of buildings that were the result of commercial growth of the city during the mid 18th century to the early 20th century. The conservation area covers the area surrounding Peter Street and the junctions of Deansgate with Quay Street and Bridge Street. Deansgate forms the longest and straightest street in the city. To the south, railway viaducts in Castlefield cross Deansgate.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. Peter Street contains a number of highly significant listed buildings which form landmarks including Albert Hall (Grade II), Free Trade Hall (Grade II) and Royale Club (Grade II).

Albert Square conservation area

Designated in 1972 in recognition of the importance of the civic spaces around Albert Square which is dominated by the Gothic Revival Town Hall, completed in 1877, and the square. The other buildings constructed in the area reflect the Victorian boom and remain largely intact. Modern buildings do exist including those opposite the Town Hall. The buildings on the eastern side of the square are built from yellow stone, whilst those built on the west are in red brick. The area has high historical and architectural significance.

Upper King Street conservation area

In the 17th Century the first building were constructed in the area that is known as King Street. The Cross Street Chapel was the first substantial development to be built. 18th Century development took the form of residential properties which were demolished in the and replaced with the commercial buildings which remain in the area today. The buildings have high architectural and historical significance with their utilitarian façades which provide long views along King Street this contrasts with the financial buildings in the Upper King Street conservation area.

St Ann's Square conservation area

The area dates back to 1222 where records show a fair and feast for St Matthew was held at the site by the first Norman settlers. In 1709 St Ann's Church was built which retained space for the fair – now known as St Ann's Square. Over the 19th and 20th century, the buildings around St Ann's Square were developed into a shopping district. St Ann's Square was developed and laid out during the Georgian period.

Cathedral conservation area

The Cathedral area has been the ecclesiastical and scholastic centre of Manchester since the earliest days of the city. The cathedral is surrounded by Victorian commercial buildings including the Corn Exchange. These cluster around the medieval street patter and bound on the outside by Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank Approach. The area has high historical and architectural significance.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas: Townscape and Visual Impact; Built Heritage; Sunlight and Daylight and Overshadowing; Wind Microclimate; Socio-economic and Human Health, Climate Change and Cumulative Effects.

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current site condition as a cleared site.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information: -
A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment.

- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets.
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Principle of the redevelopment of the site and the Schemes Contribution to Regeneration and Socio Economic Impact

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and must continue to provide office space, that meets occupier requirements, new homes, for a growing population and commercial and recreational developments.

There is an acknowledged shortage of good quality office accommodation and demand remains strong and good quality products must be brought forward in sustainable locations such as this.

The proposal would result in the loss of Albert Bridge House, a vacant office building providing 19,432 sqm of floorspace. The loss of Albert Bridge House is considered elsewhere in this report. The current space is poor quality and does not meet modern office space requirements. There would be no net loss of accommodation at the site as 29,902 sq. m (GIA) Grade A space is proposed.

Providing the right quality and diversity of homes including affordable homes, is critical to economic growth and regeneration to attract and retain a talented workforce and is critical to maintaining the City's population growth. The homes proposed would be in a well-connected location, adjacent to major sources of employment and areas identified for employment growth.

The St Mary's Parsonage Strategic Regeneration Framework Area seeks to guide future development and identifies that the site is suitable for hotel and offices. The proposal would support the principles of the SRF and the economic growth objectives of the City Centre, by delivering provide 29,902 sq. m (GIA) of Grade A office accommodation. This would be a significant contribution to the City's office supply and create jobs. Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider development opportunities.

The 800 apartments would have a significant impact on the City's housing supply. The sizes would be consistent with the City's space standards with accessible accommodation which would be M4(2) compliant.

Ground floor commercial uses would be compatible and would support workers and residents and help to create a sustainable neighbourhood. The public realm would create permeability, accessibility and connectivity, through the site. There would be a new area of public realm along the River.

This proposal would form an important catalyst to the regeneration of this area. The proposal would be of an appropriate quality and enhance its surroundings and respond to its context. It would be a well-designed place which would relate to local character and create a strong sense of place.

It would help to realise the vision set out in the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy. The proposal would deliver significant economic and social benefits including employment during construction and in the commercial units and building management on completion. This would provide employment opportunities for local people. 475 full-time equivalent (FTE) jobs per annum would be generated during the 4 year construction phase. These would contribute approximately £19.9m GVA.

Up to 894 jobs would be created on completion. These jobs are expected to generate a GVA of circa. £102m per annum. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. When including multiplier effects from the supply chain, knock-on consumer spending, etc. it is estimated that total direct, indirect, and induced employment could be in the order of 1,285no. FTEs.

Applying the average weekly household expenditure for households regionally to the number of homes proposed (800) would generate an estimated annual household expenditure of circa £20 million. The uplift in spending from up to 2,407 new residents has the potential to support employment within local shops and services, broadly within the retail, leisure and hospitality sectors which could support up to 115 FTE jobs. This level of employment could in turn support a Gross Value Added (GVA) uplift of £9m per annum. There would also be additional council tax contributions from the new residential properties.

The proposal would use the site efficiently and effectively in line with Paragraph 124, 125(d) and 129 of the NPPF. It would improve the environment in a sustainable location and deliver high quality homes with safe and healthy living conditions. It would be close to major transport hubs and promote sustainable economic growth. It would be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. It would be consistent with and complement and build on regeneration frameworks, including the City Centre Strategic Plan. The proposal would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, H2, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the proposal.

Viability and affordable housing provision

The amount of affordable housing required should reflect the type and size of development and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The delivery of homes is a council priority. 800 PRS homes are proposed which would comply with the Residential Quality guide. Public realm would be enlivened through active frontages and would open up access to the River Irwell with the creation of a new and fully accessible pedestrian river walkway. A public square would provide linkages to the wider area. The building design is high quality through its architecture and use of materials. The energy strategy would reduce the impact of the proposal on climate change. All these matters impact on viability.

A viability report has been made publicly available through the Councils public access system. This has been independently assessed, on behalf of the Council, and its conclusions are accepted as representing what would be viable in order to ensure that the scheme is deliverable to the highest standard.

A profit of 12% is forecast for the homes, based on forward funded BTR, which is below the 15 - 20% set out in the NPPF Viability Guidance. The independent assessment concludes was that the scheme cannot support a contribution towards off site affordable housing and remain viable to the quality proposed

A section 106 agreement would include a review mechanism which would determine at a future date any uplift in market and economic conditions which may improve the viability to allow a greater contribution towards affordable housing to be secured in line with the requirements of policy H8. This would seek to secure the maximum amount of affordable housing without rendering the scheme unviable. The review mechanism would take place when a significant proportion of the homes have been delivered, and given it is anticipated that values should increase over time, this would allow for greater clarity regarding the financial viability of the scheme. Actual costs incurred and sales values would be known allowing greater certainty around profit levels. This would also comply with the requirements of policy EN2 which require proposals for tall buildings to be both viable and deliverable

Residential development - density/type/accommodation standards

All homes would meet, and some would exceed, space standards. All would have a MVHR system to draw filtered air and would have high ceilings and glazing which would maximise natural sunlight and daylight whilst being energy efficient. There

would be no north-facing single aspect homes. 72% and 89% of the apartments in building's A and B respectively would be dual aspect.

The mix and size of the homes would appeal to single people and those wanting to share. The 2 and 3 bed homes would be suitable for 3 to 5 people and could be attractive to families and those downsizing. They could be converted to meet all future living needs. Their open plan arrangement responds to contemporary lifestyles. Internal and external communal space for residents would encourage interaction and promote a sense of community.

It is expected that there would be 24 hour on-site security / management. This could be secured through a condition which would also require a management strategy and lettings policy and a management strategy for the public realm. This would ensure that the development is well managed and maintained.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 18/37/49 storey proposal is appropriate in this location and this needs to be assessed against the relevant design policies in the NPPF and Core Strategy Policy EN2 and the criteria set out in the Guidance on Tall Buildings published by English Heritage (March 2022) and CABE.

Principle of height, massing and design

The Guidance recognises the contribution that tall buildings can make to the skyline, image, character and identity of places and Core Strategy Policy EN2 recognises the contribution that tall buildings can make to sustainability and regeneration objectives. However, tall buildings that are in the wrong place or poorly designed can seriously harm the qualities that people value about a place.

The proposals have been informed by the strategic objectives of the SRF and would help to establish St Mary's Parsonage as a distinct, cohesive area. The proposals aim to generate a strong sense of place in a commercially led, mixed-used context with high-quality public spaces.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the sites potential.

There is a significant opportunity to create a 'gateway' to the City Centre and the site could accommodate well designed taller building. The proposal includes 3 octagonal buildings in high quality public realm. Their form and variation in height across the site would create a varied skyline. The proposal would use the site efficiently and create a sense of openness.

The buildings would have a tri-partite subdivision typical of historic buildings in the adjacent conservation area. The materials and fenestration would differentiate the ground floor, the middle section and the top.

The materials would relate to those that characterise the adjacent historic environment in a contemporary manner through the use of anodised metal panelling and concrete. The detailing and quality of the materials can be controlled by a condition. The contemporary approach is appropriate and would deliver the quality required by the SRF and local and national planning policy.

The proposal would deliver the objectives of the SRF including improving the street level environment, creating high quality public realm and high quality buildings.

Credibility of the Design

Proposals of this nature are expensive to build and it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design and technical team recognise the high profile nature of the proposal, which has been prepared by a consultant team with experience and expertise of schemes in Manchester and are therefore familiar with the issues associated with developing high quality buildings.

Architectural Quality

The key factors to consider are scale, form, massing, proportion and silhouette, materials and relationship to other structures. Proposals of this scale should be an exceptional and well considered design. The quality of the detail, including window recesses and interfaces between the different components are key elements of successful design.

Paragraph 135 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive, is sympathetic to local character and optimises the potential of the site.

The materials and contemporary design would be appropriate and acceptable complementing and enhancing the character of the emerging St Mary's Parsonage SFR Area whilst respecting the areas heritage. The proposal would improve the area and use the site efficiently. The public realm would create a sense of openness around the buildings and enhance the arrival experience. The commercial spaces would provide natural surveillance and add vibrancy and engage with the public realm and the River Irwell.

Overall, the proposal would enhance the sense of place and promote a strong sense of identity at a gateway to the SRF. The variation in materials would help to break up and articulate the buildings massing and add depth. Double height bases and distinct crowns would enhance the vertical expression. Contrasts in lighter and darker materials, areas of polished and matt finishes, ribbed and smooth concrete, scalloped panels, perforated and ribbed ventilation panels would add further visual interest, including texture and layering.

Buildings A and B (Residential)

The residential buildings would each have a common approach to tone, materials, articulation and detailing but within this, maintain an individual identity. The horizontal banding and staggered vertical panels would create rhythm and order. The gradation of the banding as the building rises from 2, 3, 4 and 5 storeys would create a more solid appearance at the base and a lighter appearance at the top.



Building A Bay Studies

The scalloped panels would capture light and shadow and enhance depth. The feature vertical panels would be staggered with height up the building, and variations in colour tone would create a dynamic quality. Warmer and darker red/rust tones at the lower levels would become lighter as the height increases.

The back of house façades would also combine bespoke ventilated metal with cast concrete.

The upper levels of the Building A would be red, copper and light bronze. The upper level Building B palette would be darker and a broader range.

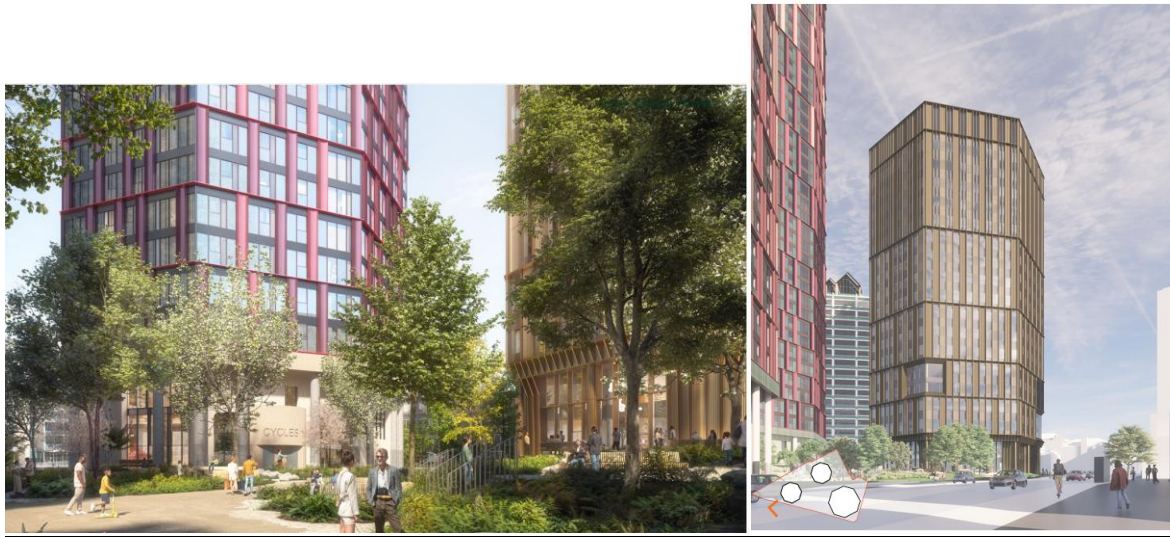
The base would have concrete panels and feature columns with green tones at Building A and browner tones to Building B.

Building C

A deeper bronze tone would reinforce the horizontal lines and base of the building to define verticality and solidity, while the lighter tone of bronze used in detailing and

articulation would create contrast, variation in texture and reflectivity. The base would be clad in metal with angled mullions' which would provide depth and form.

The façade would include larger windows aligned to key approaches. Those at high level would address views towards conservation areas. Those at the lower levels would be prominent on Bridge Street, Kings Street West, and towards Spinningfields. These breaks in the regular rhythm of the façade would provide visual interest to differentiate the commercial building from the residential buildings.

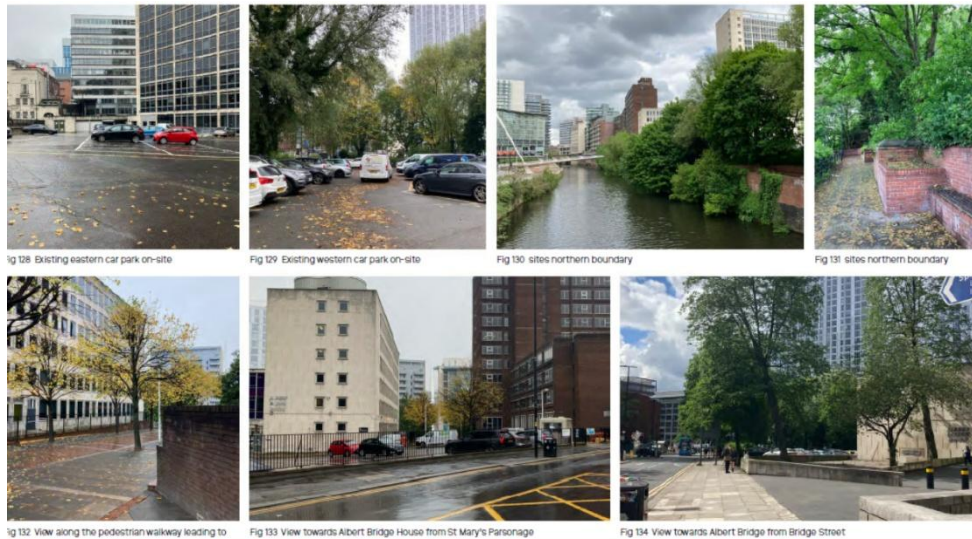


Quality Control

A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision)

Active frontages and improvements to the pedestrian environment would improve legibility and linkages to adjacent areas, including Salford across Trinity Bridge. The provision of new footways would improve permeability and accessibility.



Views of existing site and adjacent public realm

The proposal would provide the passive security and improve safety and help to revitalise the area. Opportunities for anti-social behaviour would be removed.

The Core Strategy requires tall buildings to create an attractive, pedestrian friendly environment. Public space should provide outdoor amenities for residents, in a high quality, safe and accessible environment. The public realm would play a key part in the successful regeneration of the site and achieve the aspirations of the St Mary's Parsonage SRF in terms of delivering key placemaking objectives. The waterfront would be activated.

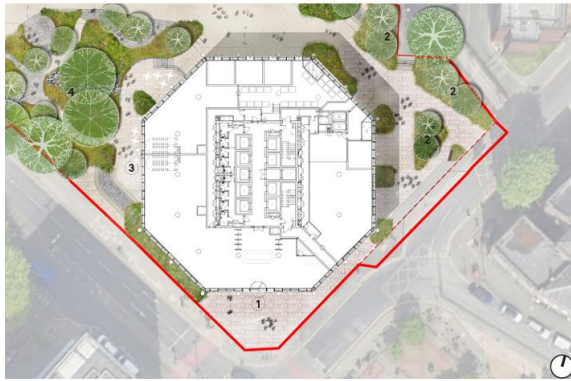
The landscaping aims to enhance and improve access to the River Irwell. The retention of existing trees and the new trees and soft landscaping would enhance the site's setting, improve microclimate conditions, and support biodiversity. Pockets of activation, including informal play areas and integrated seating, would create a vibrant and welcoming public realm. These elements would support natural surveillance and ensure the space feels safe, engaging, and lively



Character Areas



Public Realm Masterplan



10 181. Render plan of the Motor Square Connection viewed from St Mary's Parsonage

City Square



Urban Arboretum



Native Riverside Corridor

The planting within the City Square would respect the connection between Trinity Bridge and Motor Square and incorporate the service access as a shared surface. The tree planting on the southeastern boundary would add greenery to the approach along St Mary's Parsonage and frame the view to Motor Square. Rain gardens would assist in dealing with level changes between the street and the commercial building with planted areas combined with ramps. It would wrap around the commercial frontage of Bridge Street and St Mary's Parsonage.

The Riverside Corridor would include clusters of native trees to protect against erosion and to complement the retained mature trees. A raised public walkway would link Bridge Street with Trinity Bridge and ground floor uses would spill out.

The Urban Arboretum would be verdant and multifunctional and animated by activity. It would encourage playful exploration with stepping stones and curving paths would allowing people to experience the city in a more dynamic and interactive way. Native and non-native tree planting would complement the large mature retained trees. Evergreen and deciduous trees would create seasonal interest and variation.

The tree planting would offer shade and reduce the effects of urban heat island and the permeable surfaces and native planting would contribute to a sustainable drainage strategy. Pedestrian routes would be clearly defined and well lit. There would be spaces that can be used for nature based play.

A landscape management strategy should be agreed through a condition.

Sustainability / Climate Change Mitigation: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy sets out how the operational and embodied carbon would contribute to Net Zero Carbon targets.

An Energy Statement and Environmental Standards Statement sets out the measures that could be incorporated across the lifecycle of the scheme to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing. The proposal includes ASHPs and PV's providing efficient and low-carbon energy.

The proposal would achieve an 11.5% improvement on the requirements of Part L2 of Building Regulations 2021 (Commercial) and 69.3% improvement on the requirements of Part L1 of Building Regulations 2021 (Residential). This equates to a sitewide carbon reduction of 52.6% over Part L of Building Regulations 2021. The commercial building (Building C) is targeting a BREEAM rating of 'Outstanding' for the office space and 'Excellent' for the retail spaces.

A condition requiring a post construction review would verify that these reductions have been achieved.

The building would be all electric with Air Source Heat Pumps. MVHR's would deliver a minimum heat recovery efficiency of 83% and 89% for the residential and office blocks respectively. The infrastructure would allow the scheme to become zero carbon over time as the grid decarbonises.

The proposal includes 1043 cycle spaces and 7. car parking spaces, all accessible and all EV charging enabled.

Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. The Applicant wishes to promote circular economy principles within the site, and a circular economy statement will be produced.

In terms of requirements within the NPPF (para 153) in relation to encouraging the reuse of existing resources and conversion of buildings, it is recognised that there is 'embodied' carbon involved in demolition and redevelopment and mindful of these requirements, the design development considered options of refurbishment, extension and redevelopment.

Working with the existing building structure would minimise the embodied carbon associated with the proposal but Albert Bridge House could not be retained in its current state. It would likely to require some element of refurbishment, reinforcement and extension along with refurbished or replaced cladding / façade elements. In addition, there is a range of features of the existing Albert Bridge House that are unlikely to be able to be retained / re-used (e.g. lighting, service systems, etc.). As such, the approximate quantification of carbon that is saved or 'locked in' to the existing structure is likely to be an over-estimation.

Other factors include issues with the floorplan size and floor to ceiling heights which may not be suitable for modern high quality working spaces and are below British Council of Offices (BCO) guidance / standards. The layout and efficiency of the existing floorplates would not meet market demand / requirements.

The energy efficiency of the structure is relatively low. The proposal would deliver a significant improvement to sustainability during its operation.

These constraints have been balanced against the benefits of the proposed in delivering the regeneration objectives of the SRF. The proposal would deliver significant regeneration in the SRF. The overall improvements would reduce operational carbon and help to reduce embodied carbon and is considered on balance to be acceptable.

A Whole Life Carbon Assessment (WLC) has been developed In response to the Greater Manchester Spatial Framework. Early Carbon assessments identify potential upfront embodied carbon targets of 600 kgCO₂e/m² for the Office building, in line with MCC policy, and 500 kgCO₂e/m² for the residential buildings, in line with industry benchmarks for residential buildings (LETI, GLA).

Measures to ensure that the proposal would follow circular economy principles, have been recommended and this can be secured through a condition. These include:

- A pre-demolition audit will be completed prior to demolition, to identify any opportunities for materials to be reused or recycled onsite. Currently it is intended that existing Portland stone cladding from the existing Albert Bridge House will be reclaimed and reused within the landscaping;
- During construction, the Applicant is committed to minimising waste and pollution and increasing reuse and recycling where feasible;
- The current design incorporates the use of adaptable and flexible components in the construction and design of the residential and commercial spaces. This includes optioneering for structural materials and the selection of a post tensioned or reinforced concrete slab which would have increased efficiency allows for longer spans, reduced column numbers, greater design flexibility, and less material usage;
- The use of modular systems throughout the façade to minimise waste in construction and facilitate replaceability and disassembly at end of life;
- Standardising floor-to-floor heights for the residential block further promotes the adaptability of the space to suit alternative use classes, such as Hotel/Leisure spaces; and the flexible design of residential amenity spaces as open-plan enables day-to-day flexibility and long-term adaptability; and
- An Operational Waste Management plan has been produced, and a Construction Waste Management Plan will be produced for the development,

to encourage the minimisation of waste on site during construction and operation.

The proposals have been cognisant of the GMCA Design Guidance for Net Zero. The policy requirements have been met in terms of promoting life cycle cost and carbon assessment tools. An Energy and Carbon Proforma summarises the energy and carbon performance of the proposal. There are instances where there is non compliance but this is due to a balance of meeting and prioritising regulatory requirements, buildability challenges (including meeting the design standards required by other planning policies) and ultimately cost effectiveness / viability and saleability. The proposal is targeted to exceed the upfront embodied carbon requirements set out within the guidance.

When also taking into account the overall viability level of the proposal, it would not be practicable or viable to deliver net zero carbon and on balance it is not appropriate to mitigate residual carbon emissions off site.

The proposal would make a positive contribution to the City's carbon reduction objectives and is, subject ongoing decarbonisation of the grid, capable of becoming Net Zero Carbon in terms of operation carbon the medium to long term whilst achieving significant CO2 reductions in the short term.

It is considered that on balance the proposal would be sustainable and would meet the requirements of Places for Everyone Policies JP-S2 and JP-S3, Core Strategy Policies EN4 and EN6 and the NPPF.

Design Issues, relationship to context and the effect on the Historic Environment

This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

Albert Bridge House is considered to be a Non Designated Heritage Asset (NDHA)

There are potential heritage impacts on significance and/or setting of the following listed buildings: 105-113, Deansgate, 15 And 17 King Street II, 19, King Street, 28 King Street, 3 St Mary's Parsonage, 31 And 33 King Street West, Including 3 Smithy Lane, 33, King Street, 35 And 37 King Street and Attached Railings, 41, South King Street, 4-14 King Street, 54 And 56, King Street, 62, King Street, Albert Bridge, Allen Monument South of Apse at East End of Church of St Ann St Ann's Church, Arkwright House, Blackfriars Bridge, Central Railway Viaduct, Deacon Monument North of Apse at East End of Church of St Ann St Ann's Church, Eagle House, Former Lloyds Bank, Masonic Temple, National Buildings, National House and No. 1, Albert Square, No. 48, King Street, No. 74, King Street, Northern Assurance Building, Northern Railway Viaduct, Nos. 98-116, Deansgate, Old Exchange, Prudential Assurance Office, Sawyers Arms Public House, Victoria Bridge, Warehouse Shop, Anglia House, Atlas Chambers Pall Mall Court, Including Raised Piazza, and Podium to The West Side, Ship Canal House, 84 And 86 King Street And 27 And 29 Pall Mall, 31 Princess Street, Castlefield Railway Viaduct

From G-Mex to Dawson Street, Lombard Chambers, Chester's Salford Brewery, Power Hall of Museum of Science and Industry and Lower Byrom Street Asset (ex-Museum of Science and Industry, Air and Space Museum) (all Grade II listed);

Southern Railway Viaduct and Colonnade, Former Midland Bank, Former Manchester Swimming Baths, Manchester Tennis and Racquet Club and Former Reform Club Manchester Club (all Grade II* Listed);

Church Of St Ann St Ann's Church, Bank Of England Trustee Savings Bank, Former Liverpool Road Railway Station Masters House and Cathedral Church of St Mary I (all Grade I Listed);

The following Conservation Areas: Adelphi Bexley Square, Castlefield, St John Street, St Peter's Square, Deansgate Albert Square, Upper King Street, St Ann's Square, Parsonage Gardens and Cathedral; and

The Mark Addy Pub and Landing (NDHA);

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

The proposal would have no physical impact on any listed buildings. Its height and scale could impact on the setting of nearby listed buildings, NDHA's and the setting of adjacent conservation areas. Townscape impacts have also been tested.

The effect on key views, listed buildings, conservation areas, archaeology and open spaces has been assessed. When seen from radial approaches, the density of the city centre skyline is evident. There are historic and larger, modern buildings nearby, but the proposal should not undermine the setting of heritage assets.

A Heritage Assessment used Historic England's guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017) to assess the impacts on affected Heritage Assets. A Townscape and Visual Impact Assessment (TVLA) was undertaken in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3), Townscape Character Assessment, 2017 (Landscape Institute Technical Information Note 05/2017) (Revised April 2018) and Historic England note on Tall Buildings (2022).

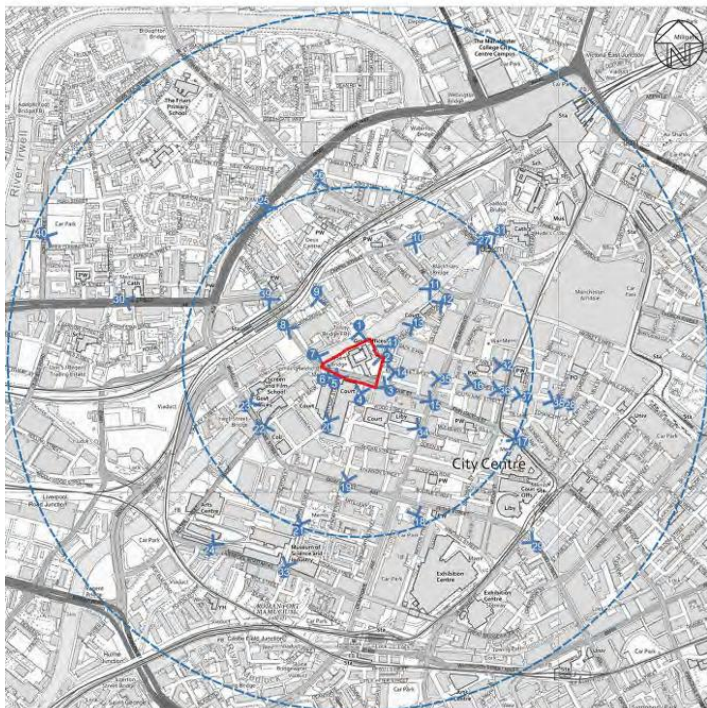
The assessment has analysed the impact on the townscape significance from 41 views. Impacts on heritage assets are considered separately within a Heritage Assessment. The TVLA has included consideration of changes to townscape, changes to urban grain, changes to building heights and changes to site character.

The Core Strategy seeks to ensure that development complements the City's building assets, including designated and non-designated heritage assets. Tall buildings form important elements of Manchester's skyline and they are an essential part of the

character of a dynamic city. The impact on the local environment, the street scene and how it would add to its locality is also important. The proposal would be taller than some of the nearby tighter and lower rise urban grain.



Location of potentially affected Heritage Assets



Location of Viewpoints

Townscape and Visual Impact Assessment

The visual assessment is supported using photomontages to help in the visualisation of the proposal. Of the 41 view, 28 are photomontages, as they are considered to be representative due to their proximity to the Site, heritage assets, and visual receptors and demonstrate how the proposal would sit within the townscape.

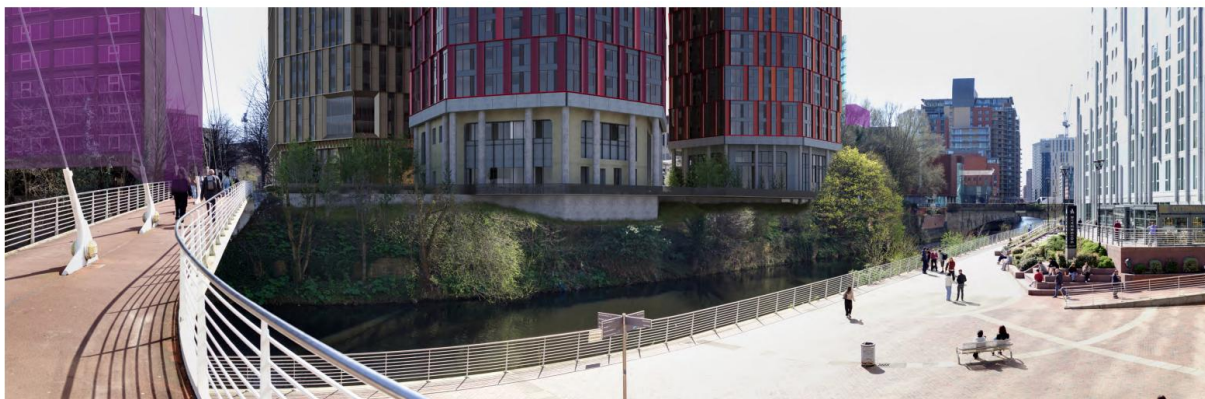
Viewpoint 1 Trinity Bridge



Baseline



Proposed



Cumulative

Baseline - The river Irwell dominates with taller buildings lining the river. Tall commercial buildings in Spinningfields are in the distance.

Townscape Impacts : The proposal would be seen in the context of the built form lining the river and in the surrounding townscape. The magnitude of change is minimised by the urban nature of the view. The design, materials and enhanced

public realm to the river is evident. Magnitude of effect for proposed and cumulative would be medium and the overall visual effect in townscape terms would be minor adverse.

Viewpoint 3 Bridge Street



Baseline



Proposed



Cumulative

Baseline: This is an open view dominated by the road. The existing building and poor public realm can be seen. The Freemasons Hall (Grade II listed) is evident along with emerging developments in Salford.

Townscape Impacts : The proposal would line the street edge and complement the character and form of nearby development. The view would change significantly but the proposal would improve the quality of the street scene through public realm and

place making. The streetscape along St. Mary's Parsonage and Bridge Street would be improved to St. Mary's Parsonage Bridge Street and Motor Square. Magnitude of effect for proposed and cumulative would be medium and the overall visual effect in townscape terms would be minor adverse.

Viewpoint 6 Left Bank



Baseline



Proposed



Cumulative

Baseline: Albert Bridge House and the trees in the public realm are at the top of the view. Leftbank is lined by buildings.

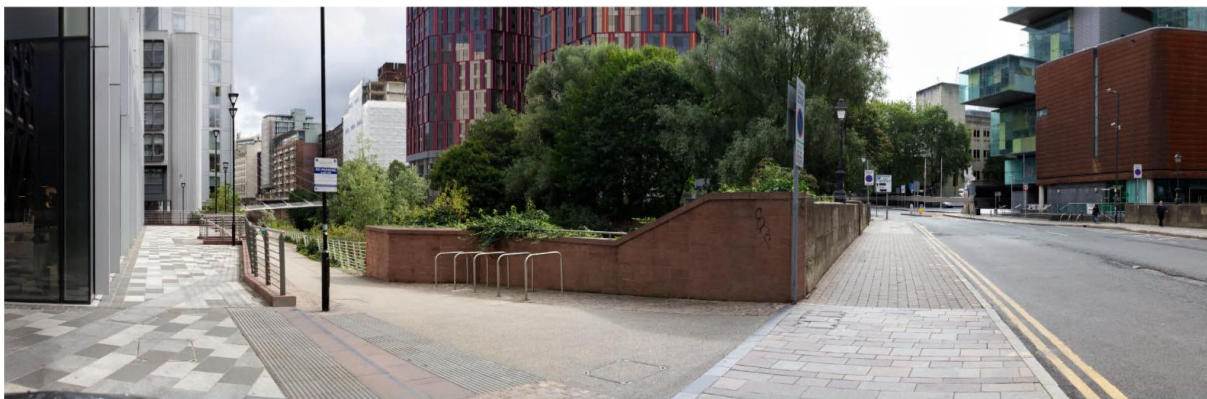
Townscape Impacts: The proposal would dominate the view forming a new feature. The elevations and public realm would be visible and would add positively to the

townscape. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be minor adverse.

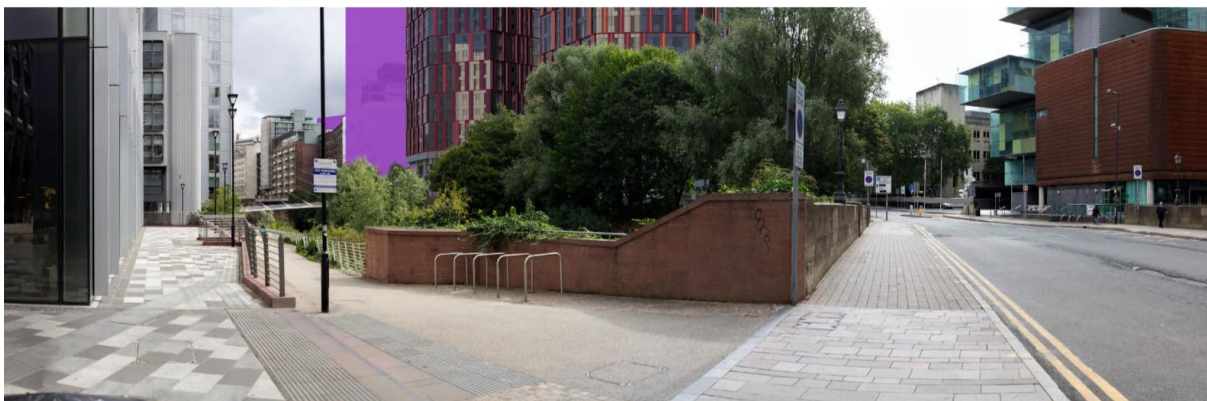
Viewpoint 7 Albert Bridge / New Bailey Street



Baseline



Proposed



Cumulative

Baseline: Albert Bridge House, the river corridor and other commercial buildings and trees dominate the view.

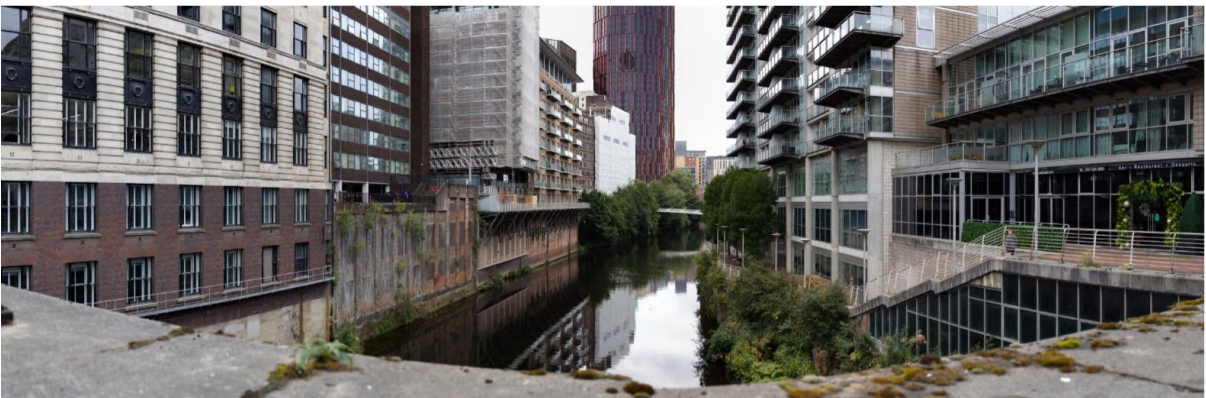
Townscape Impacts: The proposal would be seen in the context of other nearby developments along Leftbank. The proposal would form a new central feature. Although large, the massing and quality of the architecture would ensure that it complements the urban character and enhances the river corridor with public realm.

Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be minor adverse.

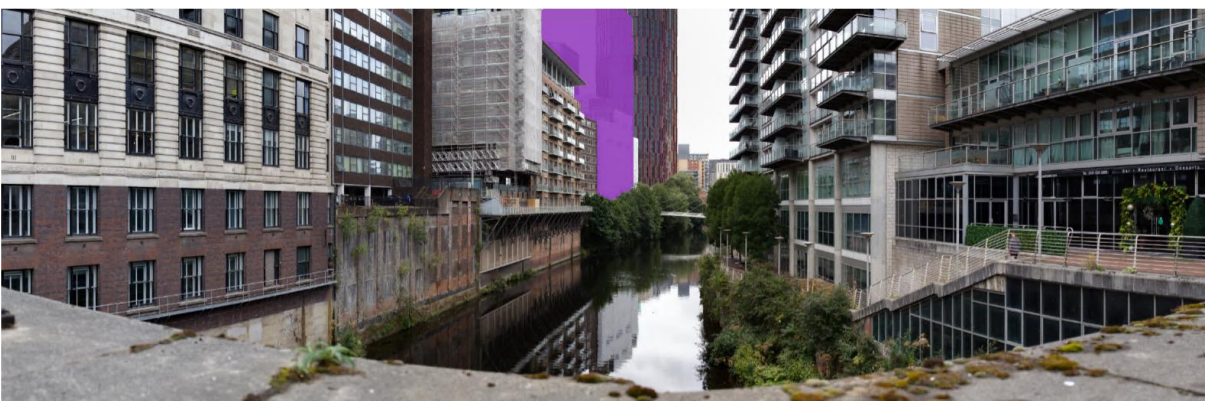
Viewpoint 11 Blackfriars Bridge



Baseline



Proposed



Cumulative

Baseline: Existing office buildings, road and public realm dominate the view.

Townscape Impacts: The proposal would form a small portion of the skyline at the point where St Mary's Parsonage turns to the south towards Bridge Street. Views of the proposal would be seen in the context of built form lining St Mary's Parsonage.

Magnitude of effect for proposed and cumulative would be small and the overall visual overall visual effect in townscape terms would be negligible - minor adverse.

Viewpoint 13 St. Mary's Parsonage



Baseline



Proposed



Cumulative

Baseline: The view is dominated by buildings on St Mary's Parsonage including the listed National Buildings and Arkwright House and Parsonage Gardens. Views out of the area are limited by the urban grain.

Townscape Impacts: The proposal would form a portion of the skyline where St Mary's Parsonage turns towards Bridge Street. It would be limited in the cumulative view. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible - minor adverse.

Viewpoint 14 King Street West



Baseline



Proposed



Cumulative

Baseline: The view is dominated by buildings which line King Street West including the listed 31 and 33 King Street West. Albert Bridge House is visible.

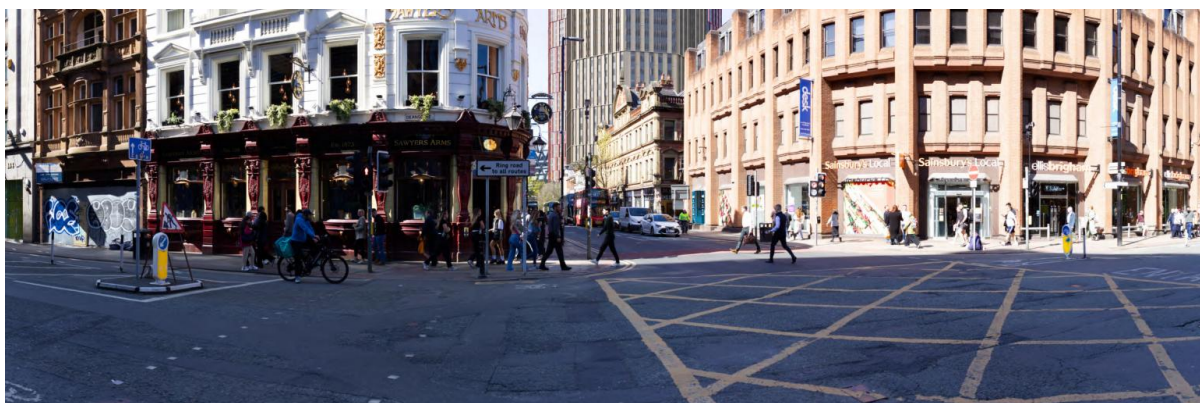
Townscape Impacts: The proposal would bring built form forward in the view, at the termination of King Street West. The proposal would be seen in the context of built

form lining King Street West. The proposal would be highly visible replacing the existing building with new development, public realm and improvements to St Mary's Parsonage. Impacts would be limited due to the existing dominance of Albert Bridge House. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be minor- adverse.

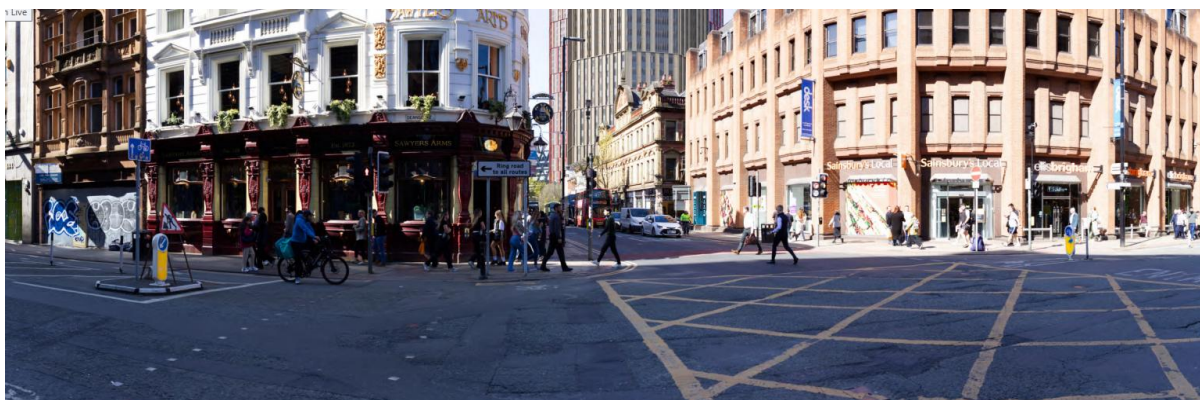
Viewpoint 15 John Dalton Street



Baseline



Proposed



Cumulative

Baseline: This open view is from John Dalton Street. Its character is formed by the road junction of John Dalton Street, Deansgate and Bridge Street and the buildings which line them. Albert Bridge House is visible.

Townscape Impacts. Views are limited due to the density of the surrounding urban grain. The proposal would form a portion of the skyline above the built form on Bridge Street. Views of the proposal would be seen in the context of the existing built form. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible.

Viewpoint 16 King Street



Baseline



Proposed



Cumulative



Night-time View

Baseline: The character and appearance is dominated by the buildings on King Street including the listed 19 King Street. Albert Bridge House terminates the view. Townscape Impacts: The character and amenity of the view is formed by the built form lining King Street including the listed Warehouse Shop and 19 King Street. Views are limited because of the density of the urban grain.

Townscape Impacts: The proposal would be seen in the context of King Street and would truncate views of 29 New Bailey Street. The proposal would form new vertical elements on the skyline and would dominate the view. Magnitude of effect for proposed and cumulative would be and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 17 Princess Street/Albert Square



Baseline



Proposed



Cumulative

Baseline: The view is formed by buildings on Princess Street in the conservation area including the Town Hall complex and the National Assurance Building.

Townscape Impacts: The character and amenity is formed by the built form on Princess Street including the listed Northern Assurance Building. The proposal would form a vertical element on the skyline. The proposal would be seen in the context of the existing buildings on Princess Street. Magnitude of effect for proposed and cumulative would be small and the overall visual effect negligible in townscape terms.

Viewpoint 21 Lower Byrom Street



Baseline



Proposed

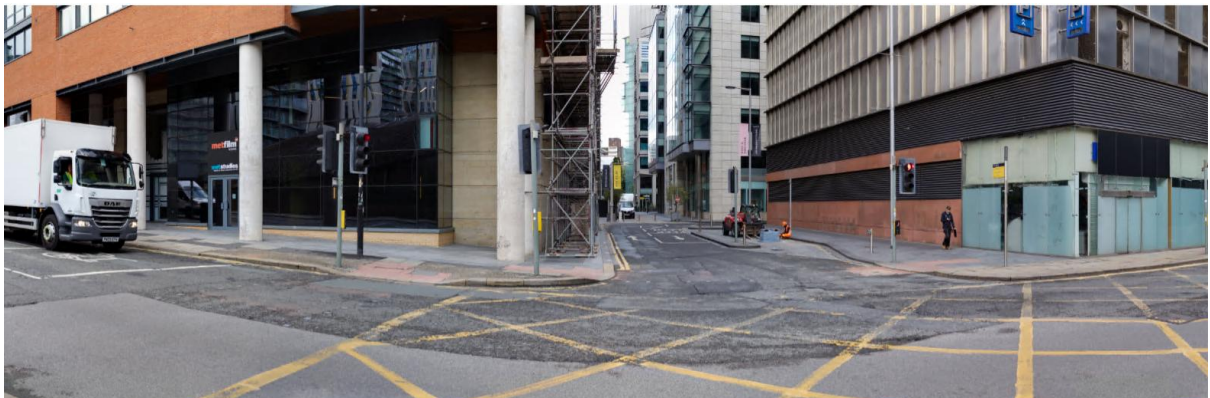


Cumulative

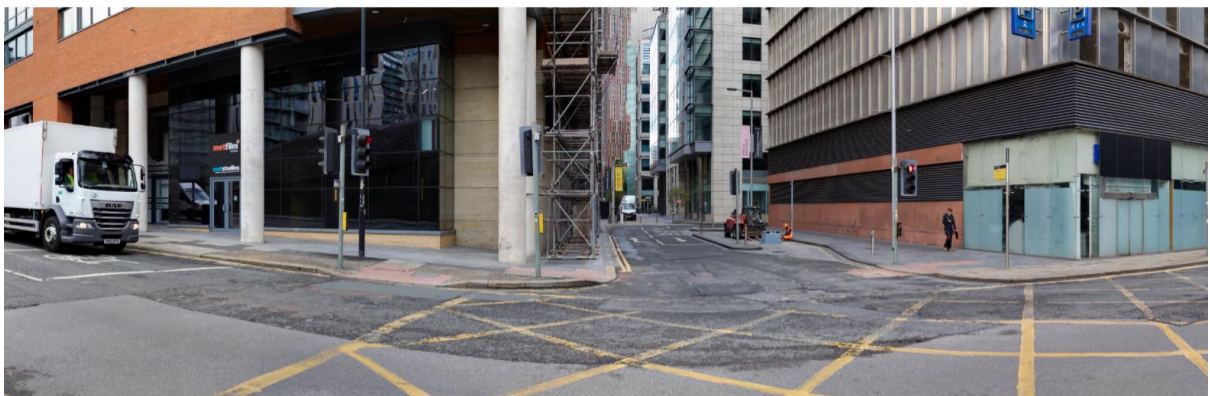
Baseline: This view is from within the St John's conservation area, dominated by modern built form and trees.

Townscape Impacts: The character and amenity of the view is formed by buildings on Lower Byrom Street and in Spinningfields. The proposal would form a small portion of the skyline and it would be seen in the context of buildings in Spinningfields and on Lower Byrom Street. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible.

Viewpoint 22 Junction of New Quay Street and Water Street



Baseline



Proposed

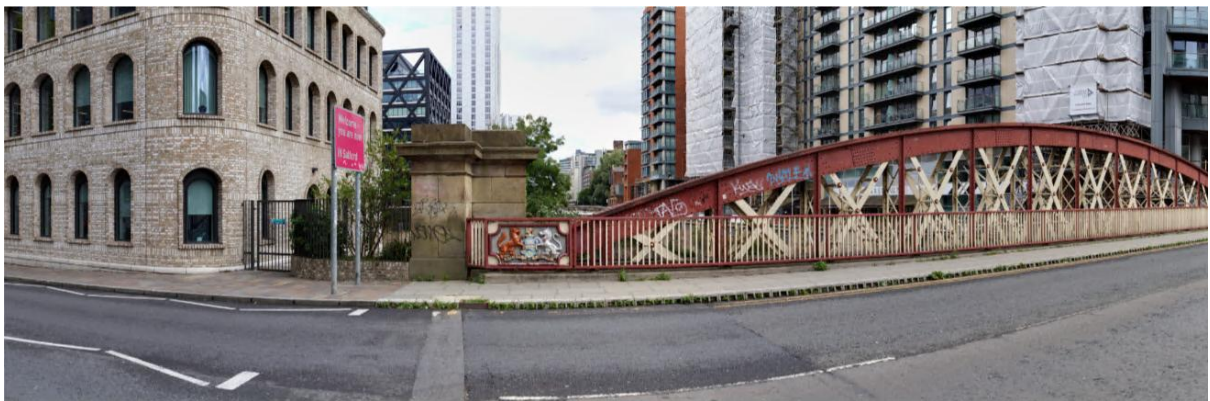


Cumulative

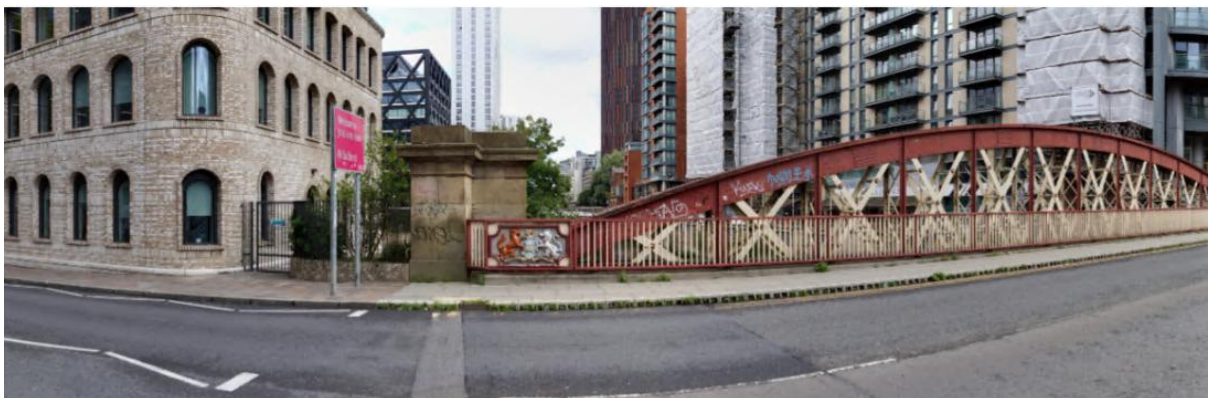
Baseline: View dominated by modern, commercial developments in Spinningfields

Townscape Impacts: The character and amenity of the view is formed by buildings on New Quay Street, Water Street and in Spinningfields. The proposal would terminate the view along New Quay Street. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible.

Viewpoint 23 Irwell Street Bridge



Baseline



Proposed



Cumulative

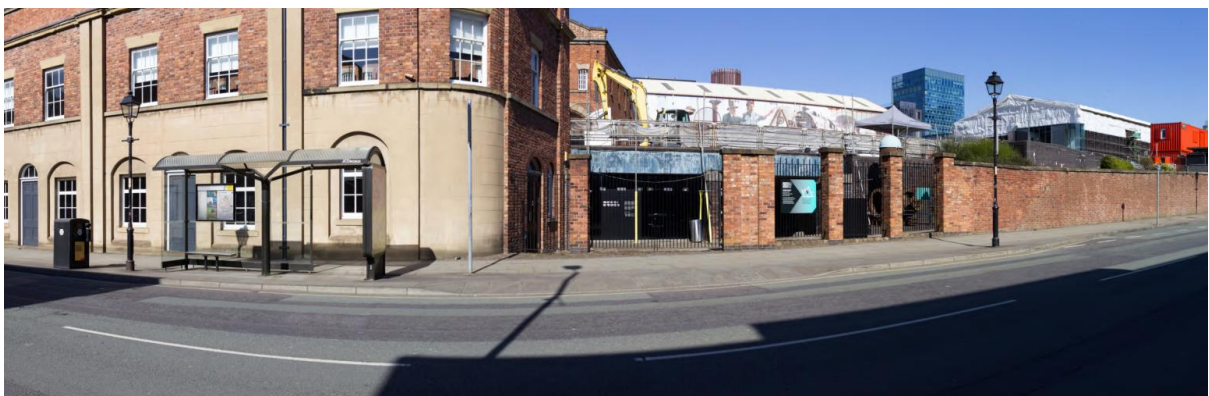
Baseline: The view is from the Irwell Bridge and is dominated by the bridge and modern buildings along the river.

Townscape Impacts: There would be partial views of the proposal for a number of residents, employees and users of Irwell Street Bridge. The character and amenity of the view is formed by the Irwell Street Bridge and buildings along the river. Views of the proposal would form a portion of the skyline, continuing the built form on the river. Magnitude of effect for proposed and cumulative would be negligible and the overall visual effect in townscape terms would be negligible.

Viewpoint 24 Junction of Liverpool Road and Old Medlock Street



Baseline



Proposed



Cumulative

Baseline: This is a sensitive view from Liverpool Road in the context of the Science Museum which is a cluster of highly significant listed buildings associated with the former railway infrastructure in Manchester.

Townscape Impacts : There are glimpsed views to the upper portion of the proposal for some residents, employees and users of Liverpool Road. The character and amenity of the view is formed by buildings on Liverpool Road including parts of the listed Former Liverpool Road Railway Station. The proposal would form a small portion of the skyline. Magnitude of effect for proposed and cumulative would be negligible and the overall visual effect in townscape terms would be negligible.

Viewpoint 25 Trinity Way near Frederick Street



Baseline



Proposed



Cumulative

Baseline: The trees and public realm from Trinity Way dominate and taller elements are visible. The character and amenity is formed by buildings on Trinity Way.

Townscape Impacts: The proposal would form a small portion of the skyline with views becoming truncated once the buildings in the foreground are complete. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible.

Viewpoint 26 Blackfriars Road



Baseline



Proposed



Cumulative

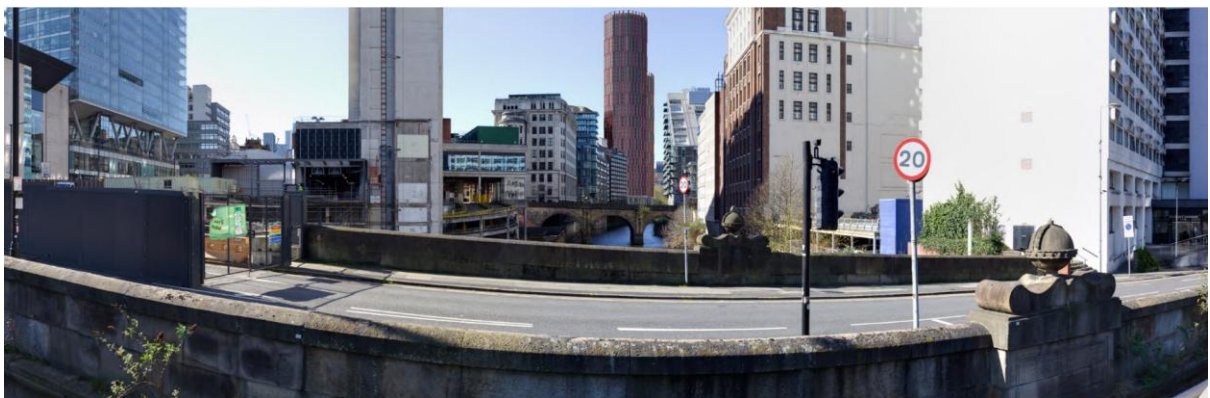
Baseline: This is a distant view dominated by modern buildings and the listed Manchester Tennis and Racquet Club. The character and amenity is formed by buildings on Blackfriars Road including the listed Manchester Tennis and Racquet Club.

Townscape Impacts: The proposal would form a vertical element on the skyline and it would be seen in the context of buildings in Chapel Wharf and on Blackfriars Road. Magnitude of effect for proposed and cumulative would be negligible and the overall visual effect in townscape terms would be negligible.

Viewpoint 27 Pedestrian footway north of Victoria Bridge



Baseline



Proposed



Cumulative

Baseline: The River Irwell lined by buildings of different scale, age and character.

Townscape Impacts: The character and amenity is formed by the River Irwell and buildings on the river and in the city centre. The proposal would form a portion of the skyline. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 29 Peter Street / St. Peter's Square



Existing



Proposed



Cumulative

Baseline: This is a highly sensitive view where the architecture of the Town Hall and Central Library is prominent.

Townscape Impacts: Views of the proposal are largely truncated. A partial glimpsed view of the proposal is seen below the existing canopy and it would be seen in the context of buildings on Peter Street and St. Peter's Square. Magnitude of effect for proposed and cumulative would be negligible and the overall visual effect in townscape terms would be negligible.

Viewpoint 31 Victoria Street



Existing



Proposed



Cumulative

Baseline: This is a highly sensitive view in the Cathedral conservation area with the Grade I listed Manchester Cathedral to the left. It also contains modern buildings in the retail core. The River Irwell is evident.

Townscape Impacts: The proposal would form a portion of the skyline. The proposal would be seen in the context of buildings on the river and surrounding townscape. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 32 St. Ann's Square



Existing



Proposed



Cumulative

Baseline: The character is formed by features in the St Ann's conservation area. It is dominated by older buildings and trees.

Townscape Impacts: The proposal would form a small portion of the skyline above buildings in the foreground and in the context of buildings on St. Ann's Street, St. Ann's Square and the wider surrounding townscape. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 33 Junction of Liverpool Road and Lower Byrom Street



Existing



Proposed



Cumulative

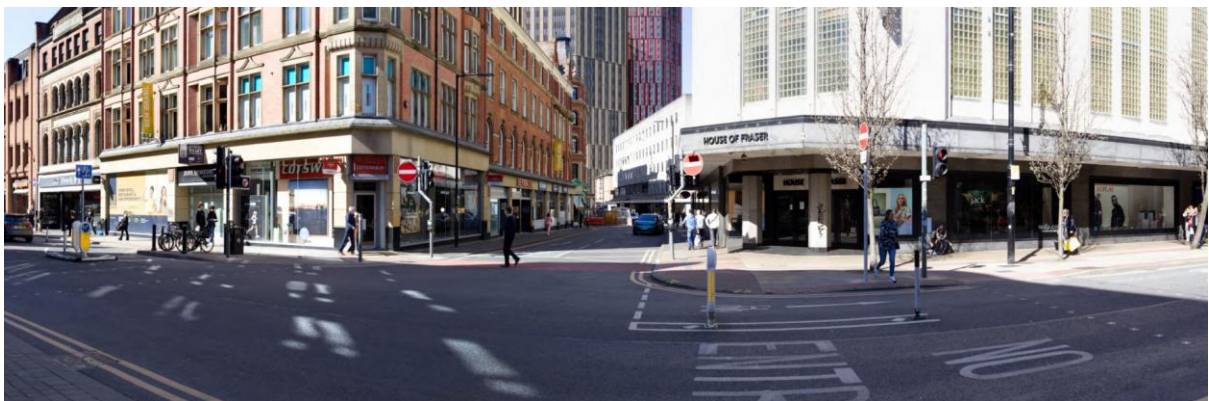
Baseline: This highly sensitive view is from within Castlefield Conservation Area towards St John's Conservation Area with the Campfield listed building to the right and the Science Museum to the left and modern development towards Spinningfields.

Townscape Impacts: Here there would be partial views to the upper portions of the proposal. Its character is formed by buildings on Lower Byrom Street and in Spinningfields. The proposal forms a portion of the skyline. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

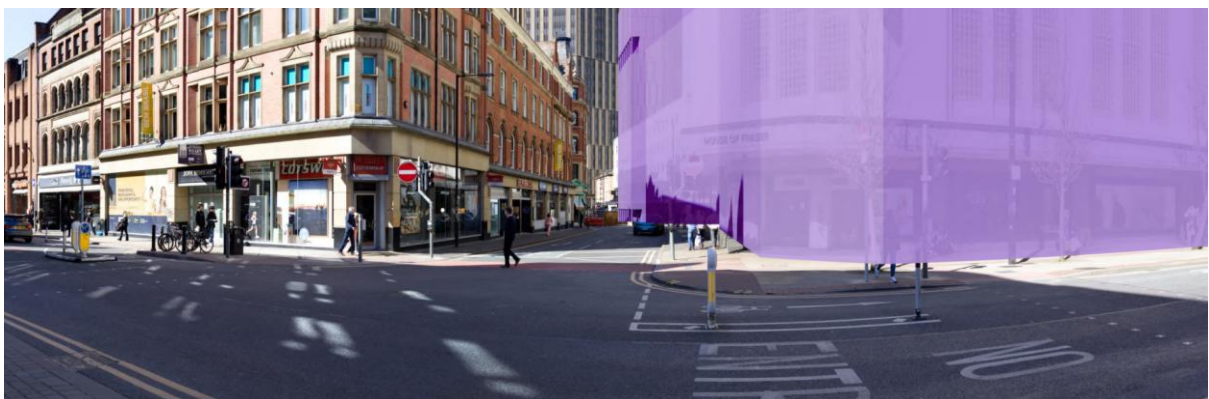
Viewpoint 34 Junction of King Street and Deansgate



Existing



Proposed



Cumulative

Baseline: This is a highly sensitive view with John Rylands in the centre with modern developments in Spinningfields.

Townscape Impacts: Views are limited because of the density of the urban grain. The proposal would form a small portion of the skyline above buildings on Deansgate. The proposal would be seen in the context of the buildings on Deansgate. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible.

Viewpoint 36 Junction of King Street and Cross Street



Existing



Proposed



Cumulative

Baseline: Along King Street and includes the Eagle House listed building.

Townscape Impacts: Views are limited because of the density of the urban grain. The proposal would form a portion of the skyline at the termination of King Street West. The proposal would be seen in the context of buildings on King Street, Cross Street and New Bailey Street. Magnitude of effect for proposed and cumulative would

be small and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 37 Junction of King Street and Cheapside



Existing



Proposed



Cumulative

Baseline: This is towards King Street and includes the Lloyds Bank listed building.

Townscape Impacts: Views are limited by the urban grain. The proposal would form a portion of the skyline, would be seen in the context of buildings on King Street and would truncate views of New Bailey Street. Magnitude of effect for proposed and

cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 38 Junction of King Street and Brown Street



Existing



Proposed



Cumulative

Baseline: Down King Street including listed Atlas Chambers and Pall Mall buildings.

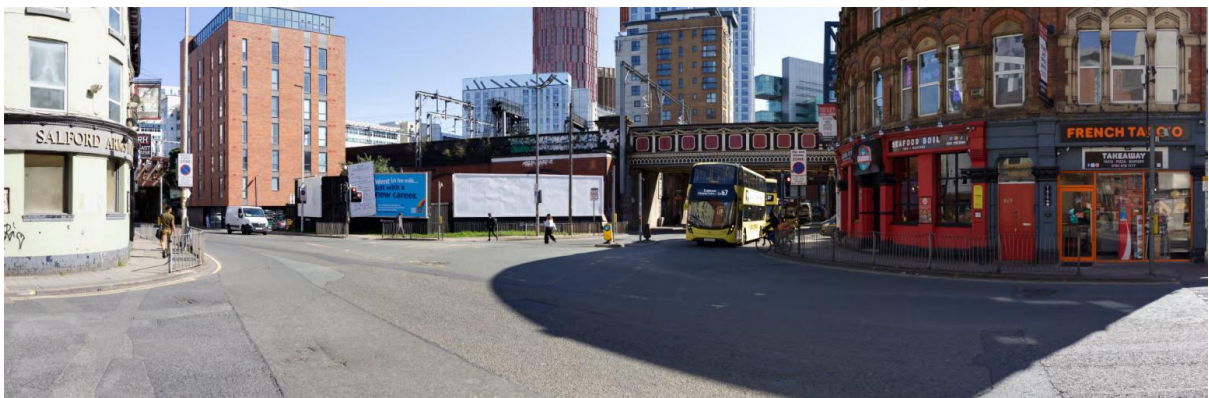
Townscape Impacts: Views are limited because of the urban grain. The proposal would form a portion of the skyline and it would be seen in the context of buildings on King Street and would truncate views of New Bailey Street. Magnitude of effect for

proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

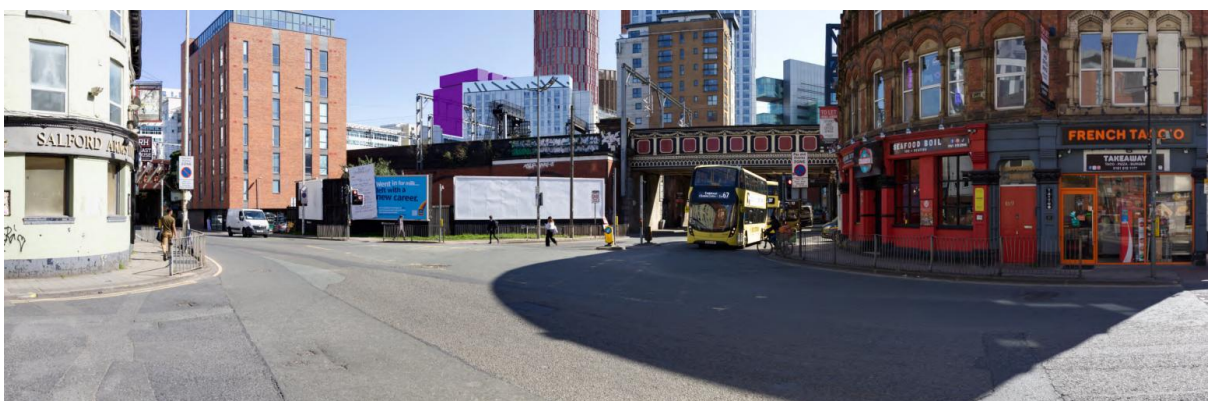
Viewpoint 39 Junction of New Bailey Street and Chapel Street



Existing



Proposed



Cumulative

Baseline: Dominated by modern and older architecture and the road network.

Townscape Impacts: The proposal would form a small portion of the skyline and would be seen in the context of buildings around Salford Central Station. Magnitude

of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible / minor adverse.

Viewpoint 40 Adelphi Street near Adelphi Wharf



Existing



Proposed



Cumulative

Baseline: A long range view dominated by surface parking and low rise buildings.

Townscape Impacts: The proposal would form a small portion of the skyline and it would be seen in the context of New Bailey Street and buildings in the surrounding

townscape. Magnitude of effect for proposed and cumulative would be negligible and the overall visual effect in townscape terms would be negligible.

Viewpoint 41 St. Mary's Parsonage



Existing



Proposed



Cumulative

Baseline: This view is dominated by buildings in St Mary's Parsonage including listed buildings.

Townscape Impacts: Views are limited because of urban grain. The proposal would be seen in the context of buildings on St Mary's Parsonage and Spinningfields. Magnitude of effect for proposed and cumulative would be small and the overall visual effect in townscape terms would be negligible.

Summary and conclusion of Impacts on Townscape.

Overall, there would be 13 instances of negligible -minor adverse impacts, 5 instances of minor- adverse impact and 10 instances of negligible impacts and the effects of the proposal for residents within the ZTV in close proximity to the site would not be altered to a level that is considered to be significant.

Principle of Demolition of Albert Bridge House as a NDHA

Relevant considerations

As Albert Bridge House a NDHA, the impact on significance of the loss of elements of façade and the impacts of that loss on the setting of adjacent listed buildings and conservation areas also needs to be considered.

The principle of the level of demolition on significance needs to be considered in the context of para 216 of the NPPF. This requires that “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”. An appraisal of significance in line with its planning status as a non-designated heritage asset has been carried out and this has informed that balanced judgement.

Significance of Albert Bridge House

Albert Bridge House represents part of the City's post war redevelopment particularly around the Parsonage area which was heavily bombed.

The 18 storey tower block was constructed between 1958 and 1962 with the lower block constructed between 1960 and 1962. The building was commissioned by the then Ministry of Works as part of the implementation of the priorities outlined in a 1947 report 'Redevelopment of Central Areas' prepared by the Ministry of Town and Country Planning. This report encouraged free standing buildings within new public spaces at street level for parking and public access.

The building has a concrete frame and Portland stone cladding. It is typical of post war trends, with taller buildings being built in urban centres. It was, however, considered contrary to the City Plan due to its angled position and setting back from the street edge. This undermined the vision of a cluster of new civic and public office buildings in this area and provided a block end feel to the development.

When reconfiguring the street, the streetscape and permeability to King Street West and St Mary's Parsonage became fragmented and sterile. The Site, in its current configuration, prevents the reimplementation of historic walkways and streets.

In the latter part of the 20th century the building was significantly modified with window replacements, change to spandrel panels and alterations at the ground floor.

Notwithstanding this, its form and the later modifications, have affected its overall contribution to this part of city centre and the ongoing regeneration of the area.

The lower blocks, whilst adding a degree of interest to the overall scale and massing of the building, are unsophisticated in the manner in which they attach themselves to the tower block, in particular the enclosed walkways. The tower block also lacks artistic embellishment with the exception of the Royal cypher on the end wall and the small mosaic over the doorway to the rear block.

The original appearance of the complex has also largely been lost as a result of the changes made in the latter part of the 20th century including the loss of the metal frame windows, which have undermined any uniqueness of the fenestration of the tower block. The window and panel divisions are largely intact, but the original concrete mullions which divided each grid bay were removed along with the removal of the pearly grey spandrel panel and dark blue glass. The original curved glass screens on the ground floor were replaced with windows similar to the upper floors. Alterations were made to the west walkway with the installation of a revolving door and alterations to the fenestration of the roadside elevation.

The interior of Albert Bridge House does not hold any significance. It lacks features which would have elevated its importance such as directors' suites and the entrance hall was modest and functional. There is no internal art work of merit.

Further refurbishment has taken place in the early part of the 21st century and few original fixtures and fittings remain. Original partitions have been removed and modern partitions inserted and ceiling are underdrawn.

Notwithstanding its later alteration, the building does have some low level historic and architectural significance.

A request was made to Historic England to list the building in 2021. Whilst acknowledging that the building held some historical and architectural significance as an example of a post war era development, they concluded that the building was not appropriate for listing.

Albert Bridge House has been vacant since October 2022 and in recent years, the surrounding area has changed significantly with modern commercial led developments, most notably Spinningfields and New Bailey altering any significance that could be derived from its context. The area will continue to change as part of the delivery of the St Mary's Parsonage SRF.

The total loss of the asset would result in a high degree of harm but for the reasons outlined above the significance of the asset is considered to be low. Given the assets low overall significance, the vacant nature of the site, the condition of the building and its status as a low-quality addition to Parsonage Gardens area, that its demolition would facilitate a significant regeneration opportunity in the SRF, along

with other significant public benefits associated with the proposal which are outlined in detail later in this report, the loss of the NDHA asset is on balance acceptable.

Contribution to Setting of Listed Buildings and Conservation Areas from Albert Bridge House

The impact of the demolition and whether this would preserve or enhance the setting of listed buildings needs to be assessed under S66 and S72 of the Planning and Listed Buildings Act. This needs to be considered alongside the relevant policies within the NPPF, Core Strategy, saved UDP policies and Places for Everyone as set out elsewhere in this Report.

It is considered that the current building does not make any contribution to the appreciation and understanding of other potentially affected listed buildings or conservation areas and in this respect the impact of its loss would have a negligible impact. The key consideration for the purpose of this application relates to the impact of the replacement development which are detailed below.

Visual Impact on setting of Designated and Non-Designated Heritage Assets

Groups of the assets potentially impacted which share a similar setting and degree of impact have been assessed together, first assessing the individual significance of the assets, and then discussing the setting and impact of the site as a whole. It has been concluded that there would be no harm to significance of the following assets:

Railway Viaducts Group, Northern Assurance Building, National House, 105-113 Deansgate, Nos. 98-116, Deansgate, Albert Bridge, Sawyers Arms Public House, Anglia House, 31 Princess Street, Blackfriars Bridge, Victoria Bridge, Cathedral Church of St Mary, Chester Salford Brewery, Power Hall of the Science Museum, Lower Campfield Market, Former Liverpool Road Railway Station Masters House, Former Manchester Swimming Baths, Manchester Tennis Racquets Club, Former Liverpool Road Railway Station Masters House, Mark Addy Pub and Landing, Adelphi Bexley Square Conservation Area, Castlefield Conservation Area, St John Street Conservation Area, St Peter's Square Conservation Area, Albert Square Conservation Area and Cathedral Conservation Area and as such the impacts are not discussed below.

King Street Group 1 (West of Cross Street) – This group comprises: 15 and 17 King Street, 19 King Street, 33 King Street, 35 and 37 King Street, 41 South King Street, 95-103 Deansgate/4-14 King Street, 54 and 56 King Street, 62 King Street, Eagle House, Warehouse Shop, Old Exchange and 48 King Street. These are all Grade II. They have been grouped together as they have the same setting and architectural connections due to the era of their construction representing the primary retail usage during the 19th century.

The proposal would be visible in views 16 and 36 and may impact on the setting of this group of assets. The setting of this group has changed significantly from its original 19th century setting. The group are principally enjoyed when looking at their main facades. The buildings on the Salford side of the Irwell means that the individual impact of the proposal would be reduced.

The proposal would not impact on the defining points of significance for the group in terms of their historical setting as one of Manchester's first luxury retail shopping districts, and due to a shared architecture and primary use. Whilst there would be notable change in views 16 and 36, the impact on the setting and therefore the significance would be minor adverse and result in a low level of less than substantial harm to the assets' significance.

King Street Group 2 (East of Cross Street) – This group comprises: Former Lloyds Bank, Prudential Assurance Office, Bank of England Trustee Savings Bank. 84 and 86 King Street and 27 and 29 Pall Mall, Ship Canal House, Pall Mall Court (including raised piazza and Podium to the West), Atlas Chambers, Former Midlands Bank and Former Reform Club Manchester. They are all Grade II except the Former Midland Bank and the Reform Club which are Grade II*. The buildings have been grouped together as they all share the same setting and architectural connections due to the era of their construction of financial offices during the 19th and 20th century. Some of the premises are used for food and beverage.

The proposal would be visible from views 37 and 38 and may impact on the setting of the group.

The group are principally enjoyed when looking at their main facades and its significance relates to its historical setting as Manchester's historic finance and banking district, and its shared architecture and primary usage. The plan form and street grid around King Street remains in various statements of completeness and dates to the mid-18th century. It is distinguished by the interrelationships between large individual buildings which occupy a mixture of regular and irregular sites which create the sense of a dense urban environment. The proposal would not impact on these key defining points of significance.

The proposal would complement the architecture of the group, with a palette, form and materials which has been considered within the context of King Street and Parsonage Gardens. The impact on the setting and therefore the significance is minor adverse. There would be a low level of less than substantial harm to the assets' significance.

St Mary's Parsonage Group – This group comprises: 31 and 33 King Street West, Arkwright House, National Building and 3 St Mary's Parsonage. They are all Grade II. They have been grouped together due to their location with the St Mary's Parsonage conservation area. The significance of the buildings in this area all relate to their age and function which varies across the listed buildings.

The proposal may result in an impact on the setting of this group of assets in views 13,14 and 41. The groups setting has changed significantly over time from its original 19th century setting, most significantly, Albert Bridge House. The proposal would be a further evolution of the setting, but it would impact the setting of the assets in Parsonage Gardens.

The proposal has been designed to complement the existing architecture, scale and form. It would include public realm and ground floor active frontages. The impact on Arkwright House and National Building would be low. The contribution of the site to

the setting of the assets varies between Negative to Minor-Negative. Therefore, whilst there would be a noticeable change, it would be minor beneficial.

Masonic Temple is a Grade II Listed Building which has undergone modern alterations resulting in changes to the main façade and the installation of the roof terrace.

The impact of the proposal is shown in view 3. The setting of this building has changed significantly over time and the proposal would be a further evolution. The Masonic Temple is primarily enjoyed when looking at its primary façade. The tall buildings on the Salford side of the Irwell would lessen the impact of the proposal on the asset.

The site has a minor-negative impact on the Masonic Temple. The design of the proposal would complement the existing architecture, scale and form. The proposal would deliver high-quality public realm and ground floor active frontages. The proposal would result in a noticeable visual change, but the impact would be minor beneficial.

Church of St Ann is a Grade I designed in the neo classical style. During the 19th Century the interior was renovated including the installation of stained glass windows. It is a good example of pre industrial Manchester when the city centre was dominated by Georgian townhouses. The proposal would be partially visible from view 32 and would impact on the setting of the asset.

The impact would be minimal due to the trees to the tree to the west. However, from other angles within the Square, such as to the north of the Church, this impact would be greater. The proposal would appear above 15, 17 and 19 King Street which are behind the Church. This would be intrusive but would not impact the intrinsic value of the setting of the Church. The form and townscape of St Ann's Square was formed from the history of the area, when the City Centre was characterised by residential dwellings and when Churches were the centres of communities. The proposal would not detract from this significance, regardless of some visual intrusion.

The proposal would be visible but the design would reduce the degree of impact. Despite the resulting notable change within the setting of St Ann's Square, the impact on the significance would be minor adverse. There would be a low level of less than substantial harm to the assets' significance.

Number 1 Albert Square is a Grade II listed building and constructed in 1900. The building has group value with the other assets around Albert Square. As shown in View 17, the Proposed Development would be visible and would impact on the setting. The proposal would be visible John Dalton Street and read as a "crown" above it. However it would not dominate the view. The completion of Island on John Dalton Street further screens the proposal and it would not impact on the intrinsic significance of the setting, The would create a cluster of tall buildings that would fit in with its immediate settings and would improve the existing site. The asset and its significance would still be fully appreciated. On balance, whilst the proposal would result in a notable visual change, the impact on the setting and therefore the

significance would be minor adverse. There would be a low level of less than substantial harm to the assets' significance.

Deansgate Conservation Area: The area is predominantly made up of commercial buildings, but also contains places of assembly, such as church, theatre, concert hall, opera house, synagogue, and Masonic Temple. Perhaps the most significant building on Deansgate is the Rylands Library, significant due to its architectural quality but also for its important collection of historic manuscripts. It was designed by Basil Champneys and constructed in 1890 and opened in 1899. Deansgate is also home to the oldest surviving theatre building, the Theatre Royal of 1845, which has a monumental portico and a statue of Shakespeare in a central recess. Many other buildings of architectural interest are within the conservation area – predominantly office buildings. The Deansgate Terrace's is of architectural note. It is considered to have moderate architectural and historic significance.

View 15 illustrates the most significant impact on the conservation area, down Bridge Street. As shown in view 29, the proposal would impact on the setting of the conservation area.

Whilst the proposal would be taller than ABH, the design would complement the existing architecture, scale and form and it would not undermine the architectural or historic significance of the conservation area. Whilst there would be a notable change, the impact on the setting and therefore the significance is minor adverse with a low level of less than substantial harms' significance.

Upper King Street Conservation Area - The area is known for its concentration of assets from the 19th century. It is a popular shopping area. with high-quality retailers and has high architectural and historic significance.

Views 37 and 38 illustrate the impact on the conservation area. The proposal would introduce a cluster of tall tower which would have a negative impact on its setting. However, it would not impact on the key defining points of significance within the conservation area. The change would be notable because of the wider setting of the conservation area but the impact on its setting and therefore significance is minor adverse. There would be a low level of less than substantial harm.

St Ann's Square Conservation Area - St Ann's Square was developed and laid out during the Georgian period, with each new building being designed with regard and respect for the others that were already there and together they create an 'street wall'. The typical Manchester characteristic of acknowledging the corners of buildings, usually for an entrance, is well represented in most of the buildings in this area which are built on street corners. It is considered to have high architectural and historic significance.

Views 16, 32 and 36 illustrate the impact on the setting of the conservation area the part of the conservation area which features the most concentrated, significant heritage assets i.e. St Ann's Church and King Street.

From View 36, the impact would appear minimal, but from other angles the impact would be greater. The proposal would appear above 15, 17 and 19 King Street which are behind the Church. Similarly, in views 16 and 32, the proposal would occupy a

significant portion of the view down King Street. This would be intrusive, but the proposal would not impact the intrinsic setting of the conservation area or undermine its significance. The 3 towers would be visible but the design would complement the context and whilst the change to the immediate setting of the conservation area would be notable, the impact on the setting and therefore the significance is minor adverse. There would be a low level of less than substantial harm to the assets' significance.

Parsonage Gardens Conservation Area - The Gardens are bordered by large and impressive buildings – with most in orange-red brick or terracotta and has moderate architectural and historic significance. Parsonage Gardens Conservation Area includes a length of the River Irwell, and the site is on the periphery of the conservation area. The site currently prevents permeability along river.

View 13, shows the impact on the setting of the conservation area. The setting has changed significantly over time, and particularly ABH and this proposal would be a further evolution, that would impact the setting of Parsonage Gardens. The proposal has active frontages and walkways which would improve the site. From within the Gardens, the proposal would be largely obscured by Arkwright House, minimising the impact it. The proposal would provide a minor beneficial impact on the Parsonage Gardens group. The impact on the full conservation area would be more nuanced.

Whilst it would improve the immediate setting of assets such as 3 St Mary's Parsonage and 31 and 33 King Street West by improving permeability and elements of visual amenity, the impact on more distant areas of the conservation area would be more negative. The proposal is larger than the characteristic scale in areas such as Bridge Street and King Street West. Therefore, whilst the proposal would result in a notable visual change to the wider setting the conservation area, the impact on the setting and therefore the significance is minor adverse and there would be a low level of less than substantial harm.

Summary and conclusion of Impacts on Heritage Assets

The proposal would have a minor adverse impact on 26 assets, a minor beneficial impact on 5 and result in no harm to 21. Overall, the proposal would be appropriate for the wider setting of the affected heritage assets. There would be a number of Minor Adverse indirect impacts on heritage assets (King Street Group 1 (West of Cross Street), King Street Group 2 (East of Cross Street), Church of St Ann, Number 1 Albert Square, St Anne's Square Conservation Area, Upper King Street Conservation Area Deansgate conservation area). The adverse impacts identified are based on the degree to which the proposal detracts from or diminish an appreciation of the architectural and historical significance of the listed buildings or appreciation of the character of the conservation areas.

Consideration of the Merits of the Proposals within the National and Local Policy Context relating to Heritage Assets

Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of

preserving the setting of listed buildings and conservation area when considering whether to grant planning permission for proposals that affect it.

Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 208, 210,212, 213, 215,216,217 and 218.

The NPPF (paragraph 212) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

In accordance with paragraph 216 of the NPPF the weight to be given to the impact of the loss of Albert Bridge House needs to be considered as a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset as set out above (including that in 2021, Historic England concluded that Albert Bridge House located on the Site is not appropriate for listing). The impacts on setting of affected listed buildings and conservation areas would be negligible and the proposal presents an opportunity to enhance context and character. The site currently detracts from the overall appearance of the area, due to its dated, uninviting, and form. This proposal would enhance the area.

Any harm to the significance of the setting of the adjacent listed buildings and conservation areas requires a clear and convincing justification (paragraph 213 NPPF) and there is a requirement to consider the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 210). Although there are listed building and conservation area affected by localised adverse impacts due to scale, key views demonstrate that the development would have a largely beneficial impact on city scape views.

Whilst the proposal would create instances of less than substantial harm as defined within the NPPF, the significance of the affected heritage assets would be sustained and it is considered that the instances where harm is caused have been convincingly justified in order to secure the site's wider potential in urban design terms.

Notwithstanding the above, any level of harm should be outweighed by the public benefits, that would be delivered in accordance with the guidance provided in paragraph 215 of the NPPF. Public benefits could be anything that delivers economic, social or environmental progress as described in the NPPF (para 8).

The City Centre is the primary economic driver in the City Region and the City Centre must continue to provide commercial and residential developments to meet demand in line with section 6 of the NPPF which states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Whilst set out elsewhere within this Report, the public benefits of the proposal would include: -

Environmental Benefits

- Enhancing the quality and permeability of the streetscape and the built fabric of the City Centre;
- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which has a negative effect on the townscape, back into viable, active use;
- Delivering an energy efficient building;
- Responding to the local character and historical development of the City Centre, delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Establishing a strong sense of place putting a site which has a negative effect on the townscape, back into viable, active use;
- Delivering a sustainable development with access to shops, services and transport, close to Metrolink, Salford and Victoria Stations and bus links;

Economic Benefits

- Optimising the sites potential to accommodate and sustain an appropriate use;
- Supporting the City's growing economy, contributing to sustained economic growth, providing construction and end user employment and associated supply side benefits;
- Ensuring efficient economic use of previously developed land by maximising its development potential whilst taking into account key site opportunities and constraints including viability, in accordance with Chapter 11 (Making effective use of land) of the NPPF;
- Regenerating an underutilised site comprising largely vacant buildings to deliver economic activity;

Social Benefits

- Creation of place and increasing ground floor activity providing overlooking, natural surveillance and increasing feelings of security;
- Providing 4950 sqm of accessible public realm
- Providing equal access arrangements for all into the building and accessible and adaptable residential accommodation;
- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links;
- Supporting the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space;

The proposed benefits would outweigh the harm caused to the heritage assets, consistent with para 215 and the balanced judgement required by para 216 of the NPPF. In addition they are consistent with the following paragraph's 208, 210, 212, 213, 217 and 218 of the NPPF.

The benefits of the proposal would outweigh the level of harm caused. The proposal addresses the requirements of Section 66 and 72 of the Planning Act in relation to having special regard to preservation of setting.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context.

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment refers to the BRE Guide to Good Practice – 'Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice', Third Edition (2022) (BRE Guidelines).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

Consideration should also be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards.

The daylight and sunlight levels at Century Buildings, 2 – 18 Left Bank Apartments, 29 New Bailey Street, 32 Quay Street, The Bridge (40 Dearmans Place), Bradshaw House and Alcock House could be affected.

Sunlight Impacts have been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south.

The assessment has scoped out other homes due to the distance and orientation from the site. The BRE Guidelines suggest that homes have the highest requirement

for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

The Assessment has set out the current VSC levels and how the proposal would perform against the BRE VSC and NSL targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no skyline). VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. To achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The guidance also states that internal daylight distribution is also measured as VSC does not consider window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide explains that tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not notice a

reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that it would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the BRE alternative targets. The impacts of the development within this context are set out below.

Major impacts would occur when there is a reduction in excess of 40%, moderate between 30 and 40% and minor between 20 and 30% above the existing baseline

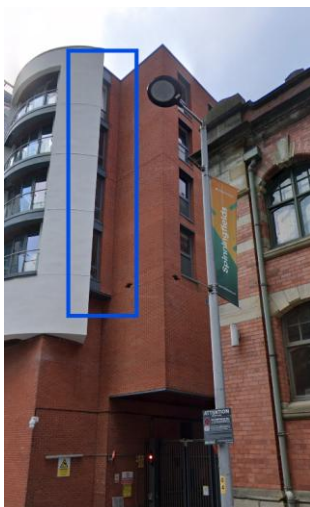
Daylight Impacts

With the proposal in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Century Buildings – 5/5 of windows would meet the BRE VSC Alternative Target (negligible impact). 2/2 of rooms would meet with the BRE Alternative NSL target (negligible impact). On this basis the impact on daylight amenity would be negligible and not significant.

2 – 18 Left Bank Apartments – 133/157 (85%) of windows would meet the BRE VSC Alternative Target (negligible impact). Of the remaining 24 windows, 20 would experience a small adverse impact and 4 would experience a medium adverse impact.

The four windows that experience a medium adverse impact each serve an LDK and are outlined in blue below.



The windows are bounded by flank walls on both sides which contributes to them to experiencing low existing VSC values. This is compounded by the Crown Court which affects their view to the sky. These windows have low existing VSC values of 7.6% to 11.3% and any meaningful change in massing at the site is likely to result in skewed VSC percentage changes to these windows. The absolute change in VSC to each window is relatively low at 2.5% to 3.6%.

64/74 (86%) of rooms would meet with the BRE Alternative NSL target (minor impact). On this basis the impact on daylight amenity overall would be minor adverse.

29 New Bailey Street – 332/513 (65%) of windows would meet the BRE VSC Alternative Target (negligible impact). Of the remaining windows, 126 (25%) would experience a small adverse magnitude of impact and 55 (10%) a medium adverse magnitude of impact. The average retained VSC for windows that do not meet the Guidelines is 23%.

All 447 (100%) rooms would meet the BRE Alternative NSL target (negligible impact). The rooms that meet the NSL guidance have large floor to ceiling windows. So even if the VSC changes by c.30%-40% there will still be a view to the sky throughout most of the room. It is these retained values paired with large, unobstructed floor to ceiling windows that result in the NSL compliance. On this basis the impact on daylight amenity overall would be minor adverse.

32 Quay Street - 48/274 (17%) of windows would meet the BRE VSC Alternative Target (negligible impact). Of the remaining 226 windows 3 (1%) would experience a medium adverse magnitude impact, 142 (52 %) medium adverse magnitude impact and 81 (30%) a large adverse impact. 210 (87%) rooms would meet the BRE Alternative NSL target (negligible impact). The remaining 32 (13%) rooms would experience a small adverse magnitude of change. On this basis the impact on daylight amenity overall would be moderate adverse.

The impacts to 32 Quay Street are in part due to the fact that it experiences a relatively direct view to the development site. Albert Bridge house covers a small portion of the site and any increase in footprint would have a larger impact. Such impacts are compounded by the fact that the building is angled so that the bulk of the existing massing is not directly visible. This has resulted in 32 Quay Street experiencing higher VSCs than are typically seen in an inner-city environment. The mean existing VSC experienced by windows in the property is 33% which is more akin to typical VSCs within low-rise suburban or rural locations. With the high existing VSC values, any significant massing over the site would cause large losses in VSC to the property.

77 of the 81 windows would retain a VSC in the mid-teens or higher. 4 windows would experience retained VSC values of 13.7%-14.7%. Such levels are not unusual in urban settings. The affected window serve bedrooms, which are considered to have a lesser requirement for natural light.

The Bridge (40 Dearmans Place)- 7/101 (7%) of windows would meet the BRE VSC Alternative Target (negligible impact). Of the remaining windows 65 (64%) would experience a small adverse magnitude of impact and 29 (28%) a large adverse impact.

It should be noted that the majority of the windows and rooms in this property sit beneath overhanging balconies which impair levels of visible sky and impacts on these results and even a modest obstruction opposite may result in a large relative impact on the VSC'. Therefore, the relative impacts on these windows will be in part due to the property's inherent architectural composition.

All 58 (100%) rooms would meet the BRE Alternative NSL target (negligible impact). On this basis the impact on daylight amenity overall would be moderate adverse.

Bradshaw House – 100% of windows and rooms would meet the BRE VSC Alternative Target (negligible impact). On this basis the impact on daylight amenity overall would be negligible and not significant.

Alcock House – 31/32 (97%) of windows would meet the BRE VSC Alternative Target (negligible impact). The remaining window would experience a small adverse magnitude of impact. 16 (100%) of rooms would meet with the BRE Alternative NSL target (negligible impact). On this basis the impact on daylight amenity overall would be negligible and not significant.

Sunlight Impacts

With the proposal in place and the results weighted to make the allowance for the 20% reduction. All rooms within Century Buildings, 2 – 18 Left Bank Apartments, 29 New Bailey Street, Bradshaw House and Alcock House would meet the annual and winter APSH Alternative Target.

32 Quay Street- 234/242 (97%) of rooms would achieve both the Winter and Annual sunlight targets. Impacts on sunlight amenity of these rooms is negligible. Of the remaining. For the remaining 8 rooms (3%) would experience a large adverse impact for both the Winter and Annual sunlight targets. However all of these rooms are bedrooms, which are a low sensitivity and as such impacts are considered to be moderate adverse.

The Bridge (40 Dearmans Place- 42/58 (72%) of rooms would achieve the Annual sunlight targets. Impacts on sunlight amenity of these rooms is negligible. 38/58 (66%) of rooms would achieve the winter sunlight targets.

Of the remaining. For the remaining 8 rooms (3%) would experience a large adverse impact for both the Winter and Annual sunlight targets. However all of these rooms are bedrooms, which are a low sensitivity and as such impacts are considered to be moderate adverse.

Each of the 20 rooms that fall below the BRE Alternative Target for winter sunlight would experience reductions in excess of 40% (large adverse). As internal layouts have not been obtained for this property, these room uses have been allocated as unknown. However, on the basis of the form of the building and the window sizes of

the impacted rooms it is understood that all 20 are likely to be bedrooms, which are considered to have a lower requirement for sunlight.

Of the 16 rooms that fall below the BRE Alternative Target criteria for annual sunlight, five would experience a small adverse impact and seven would experience a medium adverse magnitude. The remaining four rooms would experience large adverse impacts. Internal layouts have not been obtained for this property so these room uses have been allocated as unknown. However, on the basis of the form of the building and the window sizes of the impacted rooms it is believed that all 16 are likely to be bedrooms, which are considered to have a lower requirement for sunlight. However

It should be noted that the majority of the windows and rooms in this property sit beneath overhanging balconies which impair levels of visible sky and impacts on these results and even a modest obstruction opposite may result in a large relative impact on the VSC'. Therefore, the relative impacts on these windows will be in part due to the property's inherent architectural composition.

Cumulative Impacts

The in-combination effect would be negligible /not Significant for The Century Buildings, 2 – 8 Left Bank Apartments, 29 New Bailey Street, Bradshaw House and Alcock House. This is the same as identified for the proposal in isolation. The in-combination effect in the Future Consented Baseline Scenario is considered to be Significant for 32 Quay Street and The Bridge, 40 Dearmans Place. This is the same as identified for the proposal in isolation.

Conclusion

There would be reductions against the baseline conditions for daylight and sunlight for some residents of Century Buildings, 2 – 18 Left Bank Apartments, 29 New Bailey Street, 32 Quay Street, The Bridge (40 Dearmans Place), and Alcock House

Some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location and within the St Mary's Parsonage SRF. The impact on the daylight and sunlight is important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location.

Overshadowing

Sun Hours on Ground (SHOG) overshadowing

Open spaces should retain a reasonable amount of sunlight throughout the year and the BRE Guidance recommends that to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

Transient overshadowing

The 2022 BRE Guidelines suggest that where large buildings are proposed which may affect a number of gardens or open spaces in the surrounding area, it is useful to plot a shadow plan to show the location of shadows at different times of the day and year. This is referred to as 'transient shadow' and involves producing shadow plots to show the difference that the proposed building will make, compared against the existing levels of overshadowing on the surrounding amenity areas. The BRE gives no quantitative criteria, but when considering the shadowing effects the 2022 BRE Guidelines note that 'it must be borne in mind that nearly all structures will create areas of shadow, and some degree of transient overshadowing of a space is to be expected.'

The impact of the development on adjacent amenity areas (both permanent and transient overshadowing) has been considered. The four areas that could be impacted are:

- Public Amenity Space, 32 Quay Street
- Public Amenity Space, Clermont-Ferrand Square
- Public Amenity Space, Motor Square
- The River Irwell

Parsonage Gardens has not been included in the scope of the assessment given its distance from the site which means that the proposal would not have a material affect on direct sunlight to the Gardens.

Owing to the sun path, only outdoor amenity / spaces sufficiently close to the site and located from north-west through to north-east are relevant for consideration.

In terms of permanent overshadowing, public Amenity Space 32 Quay Street, public Amenity Space Motor Square and the River Irwell would meet the BRE criteria and experience negligible change as a result of the development.

98% of the public Amenity Space at Clermont-Ferrand Square, in front of the Lowry Hotel currently receives at least 2 hours of direct sunlight. This reduces to 22% with the proposal in place, an alteration in excess of 40% which is a major change, in the winter months. In the summer months, the area would receive over two hours of sunlight to 100% of the area.

The impact on this area has to be considered in the context of the city centre which amenity areas such as this will be sensitive to change. On this basis it is not considered that this would warrant refusal of the application.

In terms of transient overshadowing, the assessment acknowledges that due to the scale of the building overshadowing will occur and the impacts are below:

32 Quay Street : In the existing baseline, on March 21st there a degree of shadowing from neighbouring properties from 8:00am until 13:00, by which point, the space is shadow-free. When the proposed Albert Bridge House massing is included, the amenity space experiences an element of additional shadowing and instead is

shadow-free by 15:00. As such, the proposed Albert Bridge House massing introduces a degree of additional shadowing over will occur for up to two hours on March 21st. It should be noted however, that by 14:00 the area is largely shadow-free and that by 15:00 the shadow has moved well past A1. As such the additional shadowing is likely to occur for less than 2 hours.

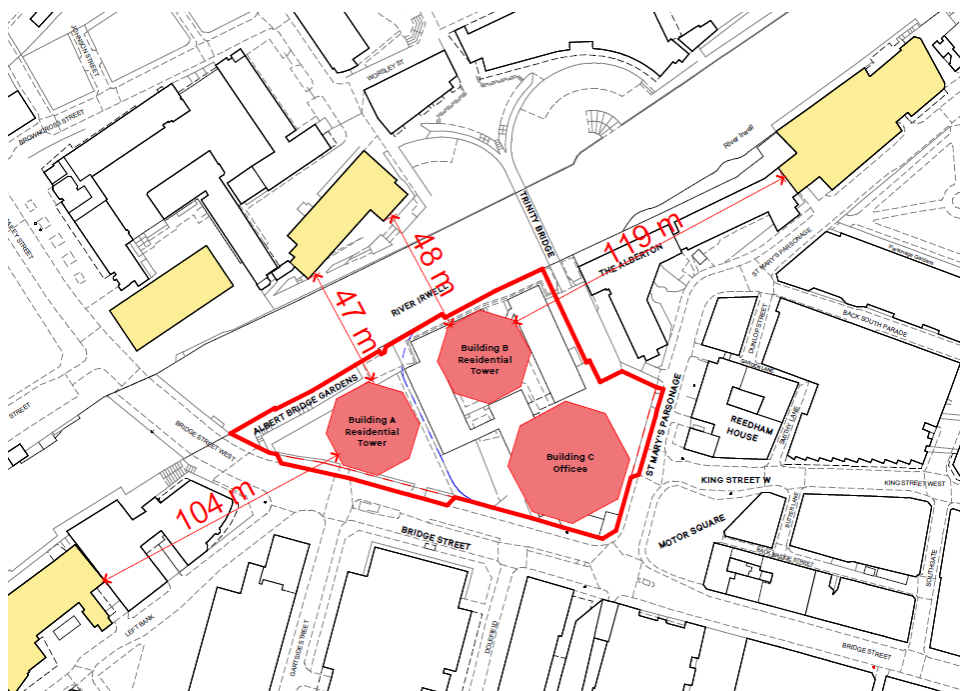
Clermont-Ferrand Square : This area does not currently experience overshadowing from this site. However, with the proposal would create shadows that pass over the area between 12:00 and 15:00;

Motor Square: The area would not experience any notable additional shadow throughout the day on 21st March;

The River Irwell : The proposal would cast a larger shadow over the River from west to east between 9:00 and 16:00, but would pass quickly across the River Irwell throughout the day.

Privacy and Overlooking

Small separation distances between buildings is characteristic of the dense urban environment within the City Centre. It is noted as illustrated below that in terms of overlooking, there would be separation distances of in excess of 47m between the proposal and adjacent homes which would minimise any direct overlooking which would be acceptable.



Separation distances to adjacent residential properties

Wind

Changes to wind can affect how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind (which is an acceptable industry standard alternative to wind tunnel testing) combined with adjusted meteorological data from Manchester Airport.

The assessment used the Lawson Comfort Criteria which seek to define the reaction of an average pedestrian to the wind. The Lawson Criteria are established in the UK for quantifying wind conditions but is not a UK 'standard'. The criteria are recognised by local authorities as a suitable benchmark for wind assessments. Schemes under construction or with consent within 300m were included in the cumulative assessment.

A range of scenarios were tested to establish potential impacts and any mitigation and also modelled cumulative impacts from adjacent consented schemes. The baseline was the existing building on site, with the existing surrounds. Those potentially affected included users of thoroughfares, entrances, waiting areas (bus stops) and recreational spaces within and around the Site.

The assessment concludes that there are no wind safety risks. Ground level wind conditions would be suitable for the intended use (or retain the existing baseline conditions) for all thoroughfares, existing building entrances, proposed entrances, bus stops, public realm. Conditions around the site will not be impacted by the inclusion of consented cumulative schemes.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it has been demonstrated that the proposal would meet the requirements of the CABE and HE guidance as well as the policy on Tall Buildings in the Core Strategy and would provide a development of an acceptable quality.

Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes and other commercial uses that could be affected by construction traffic and that from the completed scheme and have a high to medium sensitivity to air quality conditions.

The potential effects during construction from dust and particulate emissions from site activities and materials movement have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014. The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and

particulate matter with an aerodynamic diameter of less than 10 µm (PM10) and less than 2.5 µm (PM2.5) at key local locations.

The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). The main contributors to air quality would be construction dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that homes and other sensitive buildings would be affected by construction vehicles accessing the site. There could be cumulative impacts from other nearby schemes under construction at the same time.

The impact from construction traffic would be lower due to the condition and surface material on surrounding main roads. Mitigation measures which would minimise the impact on local air quality include dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition. The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO₂, PM10 and PM2.5). As such mitigation is not required when the development is occupied.

It would be a low car proposal with 1029 cycle spaces. A Travel Plan would encourage public transport use and reduce vehicle trips. The site is ideally located for walking and cycling and is close to Salford and Victoria Station's and St Peter's Square. There would be no gas fired boilers or generators which would normally contribute to air quality conditions.

A mechanical ventilation system (MVHR) would provide fresh air. Local air quality conditions are poor, but the proposal would have no material impact on this and the homes can be mitigated against these conditions. Environmental Health concurs with the conclusions and recommendations in the air quality report and no mitigation is required when the development as proposed is complete.

Noise and Vibration

A noise assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from external noise, particularly nearby roads. This would be verified prior to occupation. Acoustic insulation would be required to the commercial accommodation to prevent unacceptable noise transfer.

Provided that construction activities are carefully controlled and the plant equipment and apartments are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

TV and Radio Reception and Broadband: A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services.

A large proportion of the shadow zone, up to 1.5km from the proposal where reception could be affected, extends over non-residential areas, where the presence of television aerials is less likely. Low-level receiving aerials in the proposals shadow, within approximately one kilometre, may experience degradation of terrestrial television reception quality. It is possible that no adverse effects would occur due to the current reception quality in the surrounding area and the scarcity of homes at a low height in the immediate shadow zone.

Degradation of the radio signal at close range to the proposal is likely. The effects are unlikely to be noticeable in practice due to the variability of services available in an urban environment.

Post-construction impacts should be investigated, and mitigation measures have been identified which could be controlled by a condition.

Mitigation for impacts from tower cranes could be mitigated by repositioning crane jibs or arms, this could be controlled by a condition.

Existing broadband infrastructure and good connectivity is already available in the area with fibre installed along adjacent streets. Good download speeds are likely to be experienced

Impact on Archaeology: There is archaeological interest mainly in relation to 18th and early 19th century workers houses, commercial and industrial premises. A watching brief should be maintained with regards to Roman remains which are likely to be low given subsequent development. The archaeological investigations should be carried out in accordance with a scheme which has been submitted and agreed by GMAAS. This should form a condition of the approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Crime and Disorder: The activity on site by workers and residents and the improved permeability and lighting would improve security and surveillance. GMP have provided a crime impact assessment, and the scheme should achieve Secured by Design accreditation. A condition is recommended.

On the above basis the development would meet the requirements of Core Strategy Policy DM1.

Impact on the highway network/car/cycle parking and servicing : The site has a GMAL rating of 8. A transport statement notes that all sustainable transport modes

are nearby. A 7 space car park for disabled people would be created for the homes proposed. All would be fitted with an electric vehicle charging point.

100% cycle provision is proposed for the homes and there would be 229 spaces in the commercial building. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

Servicing would take place from Bridge Street for the homes and St Mary's Parsonage for the offices. Subject to a detailed design the proposed amended highways access and egress arrangements are acceptable.

An emergency access would run through the public realm, along a shared surface which would also be used by refuse vehicles. A layby on St Mary's Parsonage would facilitate deliveries, and accommodate Ubers and taxis.

The public realm and highway network around the site would be improved including re-instating redundant footways.

Conditions would require details of off-site highways works including the need to secure the TRO's and deliver the servicing route, loading bay /access to parking spaces and agree relocation of any taxi bays prior to occupation and for pavement reinstatements and finishes.

A travel plan and construction management should be agreed by planning condition.

The proposals are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. Alterations would be made to the surrounding road network to ensure that the access arrangements are acceptable. The proposal would meet the requirements of policies JP-C1,JP-C4 and JP-C7 - Places for Everyone, SP1, T1, T2 and DM1 of the Core Strategy and the NPPF.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) /Impact on Trees:

The proposal would have no adverse direct or indirect effect on statutory or non-statutory designated sites for nature conservation. The site and buildings have limited potential to support bats and birds but should be surveyed prior to demolition. No vegetation should be removed during bird nesting season.

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to ecology. A management strategy must be agreed to deal with Giant Hogweed and other invasive species along the River and should be a condition. An environmental management plan should be agreed to reduce the risk of dust and debris slipping into the river.

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite,

offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

The proposals would comply with policy EN9 of the Core Strategy with a biodiversity gain of over 10% on site. The increase would be 18.79% for habitat units and 22.67% for watercourse units. The habitats to be created/ enhanced would not be 'significant' and a very long-term (30 year) Management and Monitoring Plan is not needed. However, a landscape management plan should be provided as part of the Biodiversity Gain Plan.

15 trees (3 of which are have TPO's) and 5 tree groups have been assessed and are classified as follows: No category A (High Value; Category B (Moderate Value) – 10 individual trees and 5 group trees; Category C (Low Value) – 3 individual trees and 1 group tree; and, Category U (Unsuitable for retention) – 2 individual trees.

The TPO trees would be retained. 7 individual trees and 2 group category B trees, 2 individual and group category C trees and the category U trees would be removed.

Policy EN9 requires new development to maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of existing green infrastructure, the applicant should demonstrate how this loss would be mitigated in terms of quantity, quality, function and future management.

73 trees would be planted to mitigate those lost. These would contribute to the biodiversity benefits detailed above. This would satisfy policy EN9 of the Core Strategy. A condition would secure appropriate protection for the retained trees on site.

Subject to the conditions and informatives relating to nesting bird and protected species, the requirements of Places for Everyone Plan Policy JP-G8, Core Strategy Policies EN9 and EN15 and DM1 and the NPPF.

Waste and Recycling: A waste management strategy details how waste would be managed in accordance with the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00. Waste collection would be provided by a combination of scheduled Council collections for residential use and a private contractor for commercial uses.

The refuse stores would be on the ground floor with access to the service area. Residents would be provided with bins for general non-recyclable waste, mixed dry recyclables, glass and food. Residents would take segregated waste to the waste store. The management staff would move the bins out on collection days.

Environmental Health consider the waste management arrangements to be acceptable and according with Core Strategy Policies EN19 and DM1.

Flood Risk and Sustainable Urban Drainage Strategy (Suds): The site is primarily situated in Flood Zone 1 with a less than 1 in 1000 annual probability of river flooding. The river bank section is in Flood Zone 3 with a greater than 1 in 100

annual probability of flooding. The majority of the Site has been assessed as being at low risk from surface water flooding but there are localised areas which are low to intermediate susceptibility.

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems.

The residential use is identified as 'More Vulnerable' with offices and commercial space being 'Less Vulnerable'.

A Flood Risk Assessment identifies that the layout of the buildings, their usage and public realm are in parts of the site which reduces their flood risk or are compatible with water such as public realm. A portion of the office building is in Flood Zone 3 but the residential building is entirely in Flood Zone 1. The uses are appropriate for the different elements of the site and susceptibility to flood risk.

The Environment Agency have no objection on the basis the proposal is carried out in accordance with the Flood Risk Assessment with the mitigation required to minimise flooding risk. This should therefore be a condition.

The sites location in Flood Zone 3, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG. The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

As the more sensitive building uses have been located in Flood Zone 1, with the least vulnerable elements located in Flood Zone 3 ie public realm and the offices, the requirements of the Sequential Test have been satisfied.

The site is a long-standing regeneration priority and is in the St Marys Parsonage SRF. This brownfield site could accommodate high density housing, 29,902 sq. m of office accommodation and improved public realm including pedestrian access to the River Irwell. This would contribute positively to the Council housing land supply and Grade A office provision. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

Only public realm and a small portion of the office building are in Flood Zone 3. The public benefits would be significant and meets the requirements of the Exception Test. Management would ensure that users are not vulnerable in the event of a flood.

The Flood Risk Management Team and the Environment Agency have raised no objection on the basis that flood mitigation measures are put in place and final details of a drainage scheme agreed.

A surface water drainage scheme is required to manage surface water. The green infrastructure would provide sustainable measures to manage surface water. Final details of the surface water drainage scheme are to be agreed by condition.

The potential surface water flooding would be removed by a provision of a drainage system which would attenuate all storm events up to and including the 1 in 100 year + 40% storm and is therefore considered to be low risk.

The Flood Risk Management Team and United Utilities have raised no objection on the basis that Suds management and mitigation measures are agreed and put in place.

In order to satisfy the provisions of policy EN14 of the Core Strategy and the requirements of the NPPF, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

Contaminated Land: A ground conditions report details that contamination requires remediation prior to redevelopment. The ground conditions are not complex provided a strategy is prepared, implemented and the works verified, including assessment of the impacts on ground water and approval of the piling method. This approach should form a condition of the planning approval in order to meet the requirement of policy EN18 of the Core Strategy.

Accessibility/ Inclusive Access: The proposals would create an inclusive environment. All homes would be M4(2) compliant and 10% would be M4 (3) compliant. All entrances would be level with step free routes to lifts. All homes would meet space standards. All public realm and amenity areas would have level access. 7 parking spaces are proposed on site for disabled people and there are a further 33 spaces in the New Bailey Street MSCP which is 350m away.

On the above basis the proposals would meet the requirements of Places for Everyone Policies JP-H3, Core Strategy Policies CC10 and DM1, and the requirements of the National Planning Policy Framework.

Fire safety: The HSE has not raised any concerns but has made a number of comments. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The issues raised in this instance are matters that should be addressed through building control and are not land use planning issues. The applicant has responded to these comments and the issues are being considered early in the design process as a result of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and subsequent supplementary information would be a condition. On this basis there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Local Labour: A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement for the construction.

Construction Management: Measures such as dust suppression, minimising piling and use of screenings to cover materials would minimise any impact on local residents. Plant would also be turned off when not needed and no waste or material

would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

On the above basis it is considered that the construction activities would meet the requirements of policies SP1 and DM1 of the Core Strategy, extant policy DC26 of the Unitary Development Plan and the NPPF. However, it is recommended that a condition requires the final construction management plan to be agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Airport Safeguarding: There are no safeguarding issues associated with the proposal subject to a condition being attached in relation to requirements to provide aviation warning lights. An informative about the use of cranes should be imposed on the planning permission.

Permitted Development: The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Legal Agreement : The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing through a further review at an agreed point with a mechanism to re-test the viability should there be a delay in the implementation of the proposal as explained in the paragraph with the heading 'Affordable Housing'. The architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would regenerate an underused site, have a positive impact on the regeneration and contribute to the supply of homes and jobs. One, two and three bedroom homes would be created. Active frontages and public realm improvements would integrate the site with its surroundings.

The scale and appearance of the buildings is appropriate. Their siting would bring natural surveillance. The landscaping and the means of access or other highway works would be acceptable.

The proposal would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply and carbon reductions.

It has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight the impact of the development on the local area including homes, businesses, road and recreational areas. Where harm does arise, it can be appropriately mitigated and would not amount to a reason to refuse this application.

The buildings and its facilities would be fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some harm to heritage assets, but this would be less than substantial and would be outweighed by the public benefits.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above the overall impact of the proposal including the impact on heritage assets would meet the tests set out in paragraphs 208, 210, 212, 213, 215, 216, 217 and 218 of the NPPF and that there is a clear and convincing case to support the harm which is outweighed by the benefit of bringing the site back into use.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in

accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation : Minded to Approve subject to the signing of a Section 106 Agreement to secure a future viability review on an open book basis to capture any improvement in position to provide an affordable housing contribution and to ensure the project architect is retained.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application. Conditions to be attached to the decision

Conditions to be attached to the decision

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

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

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

(a) Dwgs 0476-SEW-ZZ-ZZ-DR-A-PL0000 P1 SITE BOUNDARY & LOCATION PLAN;

(b) Dwg 0476-SEW-ZZ-ZZ-DR-A-PL0001 P1 DEMOLITION PLAN;

c) Dwgs 0476-SEW-ZZ-B1-DR-A-PL0999 P1 GA PLAN - BASEMENT LEVEL, 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00, 0476-SEW-ZZ-01-DR-A-PL1001 P1 GA PLAN - LEVEL 01, 0476-SEW-ZZ-02-DR-A-PL1002 P1 GA PLAN - LEVEL 02 (TYPICAL FLOOR), 0476-SEW-BB-ZZ-DR-A-PL1122 P2 BLOCK B FLOOR TYPE C, 0476-SEW-CC-ZZ-DR-A-PL1162 P1 BLOCK C GA PLAN - LEVEL 02 - TYPICAL, 0476-SEW-AA-ZZ-DR-A-PL1102 P2 BLOCK A FLOOR TYPE D, 0476-SEW-AA-04-DR-A-PL1103 P2 BLOCK A FLOOR TYPE C, 0476-SEW-AA-08-DR-A-PL1104 P2 BLOCK A FLOOR TYPE B, 0476-SEW-AA-12-DR-A-PL1105 P2 BLOCK A FLOOR TYPE A, 0476-SEW-AA-36-DR-A-PL1106 P1 BLOCK A GA PLAN - LEVEL 36, 0476-SEW-BB-05-DR-A-PL1123 P2 BLOCK B FLOOR TYPE A, 0476-SEW-BB-08-DR-A-PL1124 P2 BLOCK B GA PLAN - BLOCK B FLOOR TYPE B, 0476-SEW-BB-48-DR-A-PL1125 P1 BLOCK B GA PLAN - LEVEL 48, 0476-SEW-ZZ-50-DR-A-PL1050 P2 LEVEL ROOF SITE WIDE, 0476-SEW-ZZ-32-DR-A-PL1032 P1 Level 32 SITE WIDE, 0476-SEW-ZZ-32-DR-A-PL1040 P1 Level 40 SITE WIDE and 0476-SEW-CC-18-DR-A-PL1163 P1 Block C Level 18;

(d) Dwgs 0476-SEW-CC-ZZ-DR-A-PL1354 P1 BLOCK C GA ELEVATIONS - NORTH WEST & NORTH EAST, 0476-SEW-CC-ZZ-DR-A-PL1353 P1 BLOCK C GA ELEVATIONS - SOUTH EAST & SOUTH WEST, 0476-SEW-BB-ZZ-DR-A-PL1322 P1 BLOCK B GA ELEVATIONS - SOUTH & WEST and 0476-SEW-BB-ZZ-DR-A-PL1321 P1 BLOCK B GA ELEVATIONS - NORTH & EAST;

(e) Dwgs 0476-SEW-BB-ZZ-DR-A-PL2312 P1 BUILDING B - ROOF LEVEL BAY STUDY, 0476-SEW-BB-ZZ-DR-A-PL2311 P1 BUILDING B - GROUND LEVEL BAY STUDY, 0476-SEW-BB-ZZ-DR-A-PL2310 P1 BUILDING B - TYPICAL BAY STUDY, 0476-SEW-AA-ZZ-DR-A-PL2303 P1 BUILDING A - ROOF LEVEL BAY STUDY, 0476-SEW-AA-ZZ-DR-A-PL2302 P1 BUILDING A - GROUND LEVEL BAY STUDY, 0476-SEW-AA-ZZ-DR-A-PL2301 P1 BUILDING A - TYPICAL BAY STUDY, 0476-SEW-CC-ZZ-DR-A-PL2323 P1 BLOCK C - BAY STUDY - MAIN ENTRANCE, 0476-SEW-CC-ZZ-DR-A-PL2322 P1 BLOCK C - BAY STUDY - BOH & CYCLE ENTRANCE, 0476-SEW-CC-ZZ-DR-A-PL2321 P1 BLOCK C - BAY STUDY - NORTH WEST ELEVATIONS and 0476-SEW-CC-ZZ-DR-A-PL2320 P1 and BLOCK C - BAY STUDY - SOUTH WEST ELEVATIONS;

(f) SITE SECTION 2 - ALIGNED TO RIVER - CUTTING BLOCK A & B, SITE SECTION 1 - ALIGNED TO BRIDGE STREET - CUTTING BLOCK A & C;

(g) Dwgs 0476-SEW-ZZ-ZZ-DR-L-PL0100_P2, 0476-SEW-ZZ-50-DR-A-PL1050_P2, 0476-SEW-ZZ-01-DR-A-PL1001_P2 and 0476-SEW-ZZ-00-DR-A-PL1000_P2.

(h) Supporting Traffic Management documents 086313-CUR-XX-XX-T-TP-00005-P02_RSA DTR, 86313-CUR-XX-00-D-TP-75001-P06_ACCESSARRANGEMENT and 086313-CUR-XX-XX-T-TP-00003-P04_WMS all by Curtins and Stage 1 Road Safety Audit bt The Safety Forum alll received by the City Council on 29-09-25

(i) Movement and Access Section of Design and Access Statement by Studio Egret West received by the City Council, as Local Planning Authority, on 10/06/25;

(j) Area Schedule by Studio Egret West received by the City Council, as Local Planning Authority, on 10/06/25;

(k) Albert Bridge House Flood Risk Assessment May 2025 by akt II received by the City Council, as Local Planning Authority, on 10/06/25;
Soiltechnics Tier 1 Preliminary Risk Assessment and Ground Investigation Report Proposed Mixed-Use Development Albert Bridge House, Manchester May 2025, received by the City Council, as Local Planning Authority, on 10/06/25;

(l) Drainage Strategy Report prepared by AKT II, May 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

(m) Albert Bridge House. Manchester. Oval Real Estate. ACOUSTICS ENVIRONMENTAL NOISE SURVEY REVISION 01 - 24 MARCH 2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25;

(n) Albert Bridge House, Manchester Waste Management Strategy by Curtins Ref: 086313-CUR-XX-XX-T-TP-00003 Revision: Issue Date: P03 06 June 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

(o) Crime Impact Statement Albert Bridge House, 1 Bridge Street, Version B 29/05/25 received by the City Council, as Local Planning Authority, on 10/06/25;

(p) Albert Bridge House, Manchester Framework Travel Plan by Curtins Ref: 086313-CUR-XX-XX-T-TP-00002 Revision: Issue Date: P03 06 June 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

(q) Television and Radio Baseline Survey Report Albert Bridge House Oval Real Estate April 2025 by Pager Power, received by the City Council, as Local Planning Authority, on 10/06/25;

(r) Technical Aerodrome Safeguarding Assessment Oval Real Estate Albert Bridge House April 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

(t) Albert Bridge House. Manchester. Oval Properties Limited. MEP ENGINEERING VENTILATION STATEMENT REVISION 00 - 11 APR2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25;

(u) Albert Bridge House. Manchester. Oval Properties Limited. AIR QUALITY AIR QUALITY ASSESSMENT REVISION 01 - 30 APRIL 2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25;

(v) Preliminary Ecological Appraisal and Roost Assessment May 2025 by Urban Green by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25;

(w) Operational Management Plan- Albert Bridge House by CBRE received by the City Council, as Local Planning Authority, on 10/06/25;

(x) Albert Bridge House Fire Statement - Planning Gateway One Oval Real Estate Job No: Doc ref: Revision: Revision date: 1043486 0476-CDL-XX-XX-T-FE-5200 P03 06 June 2025, received by the City Council, as Local Planning Authority, on 10/06/25;

(y) Broadband Connectivity Assessment Albert Bridge House Oval Real Estate May 2025 by Pager Power received by the City Council, as Local Planning Authority, on 10/06/25;

(z) BNG Metric received by the City Council, as Local Planning Authority, on 10/06/25;

(aa) Biodiversity Net Gain Assessment by Urban Green May 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

(bb) Albert Bridge House, Manchester Archaeological Desk-based Assessment February 2025 by Civic Heritage received by the City Council, as Local Planning Authority, on 10/06/25;

(cc) Arboricultural Impact Assessment by Urban Green May 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

(dd) Waste Management Strategy 086313-CUR-XX-XX-T-TP-00003-P04 by Curtins received by the City Council, as Local Planning Authority, on 08/10/25;

(ee) Environmental Statement Volume 1:

- Chapters 1-5: Introductory Chapters prepared by Turley
- Chapter 6: Noise and Vibration prepared by Hoare Lea
- Chapter 7: Townscape and Visual prepared by Urban Green
- Chapter 8: Daylight, Sunlight and Overshadowing prepared by Avison Young
- Chapter 9: Wind Microclimate prepared by AKT II
- Chapter 10: Socioeconomic and Human Health prepared by Ekosgen
- Chapter 11: Climate Change prepared by Hoare Lea
- Chapters 12-13: Concluding Chapters prepared by Turley

(ff) Environmental Statement: Non-Technical Summary

(gg) Volume 2: Technical Appendices to Primary Report prepared by Turley

(hh) Volume 3: Non-Technical Summary prepared by Turley

(ii) Volume 4: Environmental Management Plan prepared by Turley

All of the above documents were received by the City Council, as Local Planning Authority, on 10/06/25

(jj) The Oval Ground floor Commercial Strategy - Albert Bridge House, Manchester stamped as received on 14-10-25

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

3) Prior to the commencement of development, a detailed phasing plan (including indicative timescales for implementation) and details of interim landscape treatments for undelivered phases of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall confirm delivery of the Office Building (Building C) in tandem with Residential Building A and / or Residential Building B.

The development shall then be carried out in accordance with the phasing plan and timescales agreed.

Reason - The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that regeneration priorities are delivered

in a timely manner and that a comprehensive development is provided at this site pursuant to policies EC2, SP1 and DM1 of the Manchester Core Strategy (2012).

4) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the arboricultural report prepared by Urban Green received by the City Council, as Local Planning Authority, on the 5 January 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the

containment, control and removal of Giant Hogweed and Japanese Knotweed at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

8) The development shall be implemented in accordance with the mitigation measures as set out within the Albert Bridge House, Manchester Environmental Statement Volume 3: Environmental Management Plan June 2025 by Turley received by the City Council, as Local Planning Authority, on 10/06/25

Reason - In the interest of protecting the River Irwell from the construction activities at the site pursuant to policy EN15 of the Manchester Core Strategy (2012).

9) Prior to the demolition of the buildings, a detailed construction management plan outlining working practices for the proposed development demolition shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The demolition shall be carried out in accordance with the approved construction management plan for the duration of the demolition works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) Prior to the commencement of a phase of development (excluding demolition), a detailed construction management plan outlining working practices for the proposed development construction shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;

- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The phase of the development shall be carried out in accordance with the approved construction management plans for the duration of the construction parts of the development.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

11) The development hereby approved shall be carried out in accordance with the submitted Albert Bridge House Flood Risk Assessment May 2025 by akt II, received by the City Council, as Local Planning Authority, on 10/06/25 and shall include for Habitable finished floor levels (Blocks A and B) being set no lower than 41.540 metres above Ordnance Datum (AOD) as per documents "Block C- GA Elevations - South East & South West", "Block C- GA Elevations - North West & North East", Block A - GA Elevations - South & West", "Block B GA Elevations - North West", Block B - GA Elevations - South & West"

The mitigation measures shall be fully implemented prior to occupation and use of each phase of the development. The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason - To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

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

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

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

(b) Within one month prior to construction work for that phase being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

13) A phase of development hereby approved shall not commence until details of the method for piling, or any other foundation design using penetrative methods for that phase, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during that phase of construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

14) Notwithstanding the Albert Bridge House, Manchester Archaeological Desk-based Assessment February 2025 by Civic Heritage received by the City Council, as Local Planning Authority, on 10/06/25, no development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted for approval in writing by the City Council, as local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, an open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

15) a) Notwithstanding the Soiltechnics Tier 1 Preliminary Risk Assessment and Ground Investigation Report Proposed Mixed-Use Development Albert Bridge House, Manchester May 2025, received by the City Council, as Local Planning Authority, on 10/06/25, a phase of the development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Submission of a Remediation Strategy

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the first occupation/use of the relevant phase of the development.

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

16) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

17) (a) Notwithstanding the details submitted with the application, prior to the commencement of above ground development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- *hand sized samples and specifications of all materials to be used on all external elevations;

- *drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and

- *a programme for the production of the full sized sample panels and for submission of a strategy for quality control management; and

- *a full sample of a new window

The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames

and

(b) Prior to above ground development submission of a Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle in line with the measures set out within Chapter 6 (Climate Change) of the Environmental Statement - Volume 1, Sparkle Street May 2024

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as Local Planning Authority in accordance with the programme and dwgs as agreed above.

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

18) Notwithstanding the details submitted on the Drainage Strategy Report prepared by AKT II, May 2025 received by the City Council, as Local Planning Authority, on 10/06/25

(a) a phase of the development shall not commence until a scheme for the drainage of surface water from the development for that phase shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

*Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

*Where surface water is connected to the main river, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice.

*Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.

*Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

*Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

*Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.

*A finalised drainage layout showing all components, outfalls, levels and connectivity.

*An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

*Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

*A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

*Where a public sewer diversion is proposed, agreement in principle from relevant water company is required. An email of acceptance will suffice.

*An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

*A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements)

*Construction details of flow control and SuDS elements.

*A plan indicating easement. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

(b) Each phase of the development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

19) Prior to occupation of the residential accommodation hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 11, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- o Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 18

- o Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

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

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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

20) Prior to the commencement of development, a 30-year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

21) Notwithstanding drawings Dwgs 0476-SEW-ZZ-ZZ-DR-L-PL0100_P2, 0476-SEW-ZZ-50-DR-A-PL1050_P2, 0476-SEW-ZZ-01-DR-A-PL1001_P2 and 0476-SEW-ZZ-00-DR-A-PL1000_P2 received by the City Council, as Local Planning Authority, on the 08-10-25

(a) prior to any above ground works associated with a phase of the development, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;

- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;

- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (e) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (f) Details of any external steps and handrails;
- (g) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.
- (h) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

For the avoidance of doubt, the development should be delivered in accordance with the approved programme, and trees planted within 6 months of occupation of the residential element hereby approved.

(b). The approved details shall then be implemented and be in place prior to the first occupation of the phase of the development hereby approved.

c) The approved scheme shall be implemented prior to the first use of the development. If within the period covered by the approved habitat management and monitoring plan secured by condition 20 of this permission, any tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

22) Prior to the first occupation/use of a phase of the development, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of

how the public realm and hard and soft landscaping areas for the relevant phase will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

23) Each phase of development shall be carried out in accordance with the Environmental Standards Statement and Energy Strategy REVISION 03 - 28 MAY 2025 prepared by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25

A post construction review certificate/statement for the phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that phase.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

24) The office development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least an excellent rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within three months of the buildings hereby approved being first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

25) Notwithstanding the Albert Bridge House. Manchester. Oval Real Estate. ACOUSTICS ENVIRONMENTAL NOISE SURVEY REVISION 01 - 24 MARCH 2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25;

(a) Prior to the first occupation of each residential /office use within each phase of the development hereby approved, details of any plant including externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

(b) Prior to the first occupation of each residential /office use within each phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of

part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) Notwithstanding the Albert Bridge House. Manchester. Oval Real Estate. ACOUSTICS ENVIRONMENTAL NOISE SURVEY REVISION 01 - 24 MARCH 2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25;

(a) Prior to the first occupation of each ground floor commercial unit as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 within each phase of the development hereby approved, details of any plant including externally mounted ancillary equipment, to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

(b) Prior to the first occupation of each ground floor commercial unit within each phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) (a) Notwithstanding the Albert Bridge House. Manchester. Oval Real Estate. ACOUSTICS ENVIRONMENTAL NOISE SURVEY REVISION 01 - 24 MARCH

2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25, prior to the any above ground works, excluding demolition, associated with the residential phase of the development, a final scheme for acoustically insulating and mechanically ventilating the residential accommodation against the local road traffic network, any local commercial/industrial premises and any service risers /lift shafts; details of the MVHR system (plan, intake/extract points, silencers, operational noise levels) and details of the performance of the glazing shall be submitted to and approved in writing by the City Council as Local Planning Authority. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

There may be other actual or potential sources of noise which require consideration on or near the site.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

We will need an assessment of any façade penetrations for building services such as ventilation intake / extract louvres and recommendations for any necessary acoustic insulation of these areas recommending to ensure these penetrations do not compromise the acoustic integrity of the façade or lead to an external noise transmission path to the residential properties which may impact the internal noise level.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within each phase of this development.

(b) Prior to the first occupation of the residential accommodation, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall

be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

28) (a) Notwithstanding the Albert Bridge House. Manchester. Oval Real Estate. ACOUSTICS ENVIRONMENTAL NOISE SURVEY REVISION 01 - 24 MARCH 2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25 prior to the first use of offices in each phase of the development, a scheme of acoustic insulation including from the ground floor commercial units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

(b) Prior to the first use of the office accommodation within a relevant phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

29) Notwithstanding the Albert Bridge House. Manchester. Oval Real Estate. ACOUSTICS ENVIRONMENTAL NOISE SURVEY REVISION 01 - 24 MARCH 2025 by Hoare Lea received by the City Council, as Local Planning Authority, on 10/06/25 prior to the first use of each ground floor commercial units as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 in each phase of the development, commencing, a scheme of acoustic insulation for each unit to ensure that there is no unacceptable level of noise transfer from these units to the uses

above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

For any assessment in relation to a gym use noise from any gym activities such as impact machines and free weights areas will need to be included within the assessment and details of any acoustic insulation / acoustic floor build up recommendation for these areas.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

30) The waste storage and management for the residential accommodation shall be implemented in accordance with the Waste Management Strategy 086313-CUR-XX-XX-T-TP-00003-P04 by Curtins received by the City Council, as Local Planning Authority, on 08/10/25. The approved scheme shall be implemented prior to the first occupation of the residential element and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

31) The waste storage and management for the commercial accommodation shall be implemented in accordance with the Waste Management Strategy 086313-CUR-XX-XX-T-TP-00003-P04 by Curtins received by the City Council, as Local Planning Authority, on 08/10/25. The approved scheme shall be implemented prior to the first occupation of the residential element and shall remain in situ whilst the use or development is in operation. The approved scheme shall be implemented prior to the first use of the commercial units and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial units of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy

32) The waste storage and management for the office accommodation shall be implemented in accordance with the Waste Management Strategy 086313-CUR-XX-XX-T-TP-00003-P04 by Curtins received by the City Council, as Local Planning Authority, on 08/10/25. The approved scheme shall be implemented prior to the first occupation of the residential element and shall remain in situ whilst the use or development is in operation. The approved scheme shall be implemented prior to the first use of the office accommodation and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the office element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

33) Prior to the first use of each ground floor commercial unit as shown in dwg0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 within each phase of the development, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

34) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

35) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of a phase of the development, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation/use of a phase of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment and river corridor the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

36) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for a phase of the development:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first use of the commercial units as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 within each phase of the development, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

38) Prior to the first use of the commercial spaces as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 within each phase of the development, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in that phase and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

39) Each commercial unit as shown in Dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 within each phase shall remain as one unit and shall not be subdivided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

40) The commercial units as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 within each phase of development shall be occupied as Class E (a,b,c,or g) (excluding convenience retail) or Drinking Establishment (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

41) In the event that any of the commercial units as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 in each phase of the development is occupied as a café/restaurant, drinking establishment live music, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed save for access or egress after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

42) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential accommodation (Class C3(a)) shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

43) The residential accommodation hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

44) Prior to the first occupation/use of a phase of the development, the cycle storage, as indicated on 0476-SEW-ZZ-B1-DR-A-PL0999 P1 GA PLAN - BASEMENT LEVEL shall be implemented and made available upon first occupation/use of the residential and office elements of the development and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

45) The development shall be carried out in accordance with the Crime Impact Statement Albert Bridge House,1 Bridge Street, Version B 29/05/25 received by the City Council, as Local Planning Authority, on 10/06/25;

The development shall only be carried out in accordance with these approved details. Prior to the first occupation of each phase of the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

46) Prior to the first occupation of the residential element within a phase of the development the car parking layout as indicated on drawing 00476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

47) A phase of the development shall be carried out in accordance with the Albert Bridge House, Manchester Framework Travel Plan by Curtins Ref: 086313-CUR-XX-XX-T-TP-00002 Revision: Issue Date: P03 06 June 2025 received by the City Council, as Local Planning Authority, on 10/06/25;

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation/use of a phase of the development, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

48) Prior to the first occupation and use of a phase of the development as residential accommodation, details of the provision of the electric vehicle charging for the car parking for that phase of the development shall be submitted for approval in writing

by the City Council, as Local Planning Authority. This shall include provision of electric vehicle charging for all vehicles associated with that phase and that the specification would be fast charging at a minimum of 7kw.

The electric vehicle charging shall be implemented prior to the first occupation of phase and retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

49) Prior to the first occupation/use of a phase of the development, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Re-surfacing of footways and dropped kerbs together with the installation of tactile paving;
- Re-instatement of redundant footways and dropped kerbs;
- Tree planting;
- Creation of loading bay to St Mary's Parsonage;
- Car park access / egress
- Taxi bay relocation

The approved scheme for that phase shall be implemented and be in place prior to the first occupation/use of that phase of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

50) Notwithstanding the Television and Radio Baseline Survey Report Albert Bridge House Oval Real Estate April 2025 by Pager Power, received by the City Council, as Local Planning Authority, on 10/06/25, within one month of the practical completion of each phase of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before a phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level

and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

51) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building in phase B shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

52) Prior to the first occupation/use of a phase of the development a signage strategy for external facades and commercial frontages shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

53) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

54) The development hereby approved shall include for full disabled access to be provided to the public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

55) Prior to the first use of the office development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the relevant phase of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

56) Prior to the first use of each of the commercial units as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 in each phase, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

57) Notwithstanding the Operational Management Plan- Albert Bridge House by CBRE received by the City Council, as Local Planning Authority, on 10/06/25

prior to the first occupation of the residential development hereby approved a final detailed Residential Management Strategy including:

(a) Details of how 24 hour management of the site in particular in relation to servicing, parking of maintenance vehicles and noise management of communal areas;

(b) A management strategy for the external amenity areas including hours during which these areas would be open to resident and how access to the communal terraces would be managed during the evening /night

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved Residential Management Strategy shall be implemented from occupation of the residential use hereby approved and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to ensure adequate arrangements are put in place in respect of access, maintenance, car parking and cycle storage, the promotion of a sustainable and inclusive community within the development, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

58) Prior to the first occupation of the residential element of the scheme hereby approved a scheme for air filter vents to the residential apartments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential accommodation and thereafter retained and maintained.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012) and the NPPF.

59) All apartments hereby approved shall be M4 (2) compliant in terms of accessibility and adaptability prior to occupation. 10% (80 - 38 Block A and 42 Block B) shall be M4(3) compliant as set out within P226 of the Design and Access Statement by Studio Egret West received by the City Council, as Local Planning Authority, on 10/06/25 and shall be implemented in accordance with P226 prior to occupation of each block.

Reason - To ensure and appropriate level of accessible new homes within the development pursuant to policies DM1 and CC10 of the Manchester Core Strategy (2012) and Places for Everyone Policy JP-H3

60) Prior to any above ground works of the residential element of the development hereby approved, details of the accessible apartments within the residential building (including size and adaptability) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

Reason - to ensure there are sufficient accessible apartments within the development that meet appropriate size and adaptable standards pursuant to policy DM1 of the Manchester Core Strategy (2012).

61) The approved commercial units as shown in dwg 0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 shall be marketed and let on the basis as set out within the Oval Ground floor Commercial Strategy - Albert Bridge House, Manchester stamped as received on 14-10-25

Reason - In the interest of ensuring a diverse offer and ensure the commercial accommodation is let pursuant to policy DM1 of the Manchester Core Strategy (2012).

Reason - In the interest of ensuring a diverse offer and ensure the commercial accommodation is let pursuant to policy DM1 of the Manchester Core Strategy (2012).

62) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

63) In relation to site layout, water supplies for firefighting purposes and access for fire appliances, the development shall be implemented in accordance with the Albert Bridge House Fire Statement - Planning Gateway One Oval Real Estate Job No: Doc ref: Revision: Revision date: 1043486 0476-CDL-XX-XX-T-FE-5200 P03 06 June 2025, received by the City Council, as Local Planning Authority, on 10/06/25;

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

64) Prior to occupation of the each phase within the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved should be submitted to the Local Planning Authority for approval. The air source heat pumps must also comply with the noise criteria as specified in condition 25. The approved details shall then be implemented prior to the first occupation of the residential development hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

65) No doors (other than those designated as fire exits, access to the sub station, doors to plant rooms or bin stores as shown on dwg0476-SEW-ZZ-00-DR-A-PL1000 P1 GA PLAN - LEVEL 00 shall open outwards onto adjacent public highway.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

66) Prior to any above ground level works an aviation warning light scheme is to be submitted to the LPA in consultation with Manchester Airport. This scheme needs to treat the proposed buildings as a cluster.

Reason: Flight safety - Obstacle avoidance, due to the height of the development there is a requirement for the development to be lit with aviation warning lights to ensure adequate conspicuity and to keep the development from becoming a hazard to air navigation pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

67) Any fitness facilities within the amenity spaces as shown in dwgs 0476-SEW-ZZ-01-DR-A-PL1001 P1 GA PLAN - LEVEL 01 shall be ancillary to the residential use and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of amenity, pursuant policy DM1 of the Core Strategy for Manchester.

68) The amenity facilities within the office hereby approved including the roof bar /Event Space as shown on dwg 0476-SEW-CC-18-DR-A-PL1163 P1 Block C Level 18 shall be used as ancillary facilities for office users only and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development and impact heritage assets. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 143164/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Planning Casework Unit
Sport England
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Oliver West (Sustainable Travel)
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Salford City Council
Greater Manchester Ecology Unit
Manchester Water Safety Partnership
Greater Manchester Pedestrians Society
Peel (Demolitions)
Peel (Surface Water)
Active Travel England
Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service**

Greater Manchester Police
 Historic England (North West)
 Health & Safety Executive (Fire Safety)
 Manchester Airport Safeguarding Officer
 National Amenity Societies
 National Air Traffic Safety (NATS)
 Natural England
 Transport For Greater Manchester
 United Utilities Water PLC
 Canal & River Trust
 Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 City Centre Renegeration
 Work & Skills Team
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Canal & River Trust
 Health & Safety Executive (Fire Safety)
 Manchester Airport Safeguarding Officer
 National Amenity Societies
 Civil Aviation Authority
 National Air Traffic Safety (NATS)
 Natural England
 Oliver West (Sustainable Travel)
 Active Travel England
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 Manchester Water Safety Partnership
 Salford City Council
 Peel (Demolitions)
 Peel (Surface Water)
 Sport England
 Planning Casework Unit

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

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	angela.leckie@manchester.gov.uk

