

Planning Statement

35 Fountain Street, Manchester

35 Fountain Street Limited

June, 2024

Project Name:	35 Fountain Street, Manchester, M2 2AN					
Project Number:	Date:	Prepared By:	Verified By:			
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Contents

1. Introduction 4

2. Site and Surroundings 6

3. Proposed Amendments 11

4. Planning Policy Context 23

5. Summary 31

1. Introduction

- 1.1 This Planning Statement has been prepared by CBRE Limited on behalf of 35 Fountain Street Limited (the 'Applicant') in support of a S73 application submitted to Manchester City Council ('MCC') for the variation of conditions numbers 2 (approved plans), 8 (cycle store/ basement layout) and 12 (waste management strategy) attached to planning permission 136013/FO/2023 at 35 Fountain Street (the 'Site').

Description Of Development

- 1.2 This application is seeking a Section 73 to vary a number of planning conditions attached to planning permission ref. 136013/FO/2023. The description of development is as follows:

'Variation of condition numbers 2 (approved plans), 8 (cycle store/ basement layout) and 12 (waste management strategy) attached to planning permission 136013/FO/2023'

- 1.3 This Planning Statement seeks to assess the proposal against relevant Development Plan policies and other material considerations, including national guidance contained in the National Planning Policy Framework (NPPF).

The Site

- 1.4 The Site, edged red on the accompanying Site Location Plan, comprises the footprint of 35 Fountain Street on a site area of 0.098ha. Fountain Street is located in prominent location within the City Centre, in close proximity to Piccadilly Gardens, Market Street, and the Arndale Centre.
- 1.5 The Site is bound to the north by Marble Street and Primark, West Mosley Street and Piccadilly Gardens to the east, the Royal Sun Alliance building and York Street to the south, and Fountain Street to the west. Pedestrian access into the existing building is via Fountain Street and Marble Street. There is a vehicular entrance to the rear of the building on West Mosley Street where the building is currently serviced from.
- 1.6 Whilst there are no listed buildings or non-designated heritage assets within the Site, the Site is within the Upper King Street Conservation Area.

Contextual Background to the Application

- 1.7 35 Fountain Street was acquired by Bywater Properties in late 2023. Bywater's vision is to deliver a modern, high quality office building within Manchester with a focus on sustainability and the use of mass timber framework for the extension of the building.
- 1.8 Bywater Properties aims to enhance the development to deliver ambitious sustainability targets, revolving around a well-considered approach to achieving environmental accreditations and minimise embodied and operational carbon.
- 1.9 Following the acquisition of 35 Fountain Street in late 2023, Bywater have been in discussion with Manchester City Council (Dave Roscoe and Jen Atkinson) from February to June 2024 to discuss the proposed amendments to the development and the scope of the application requirements.

Structure of the Statement

- 1.10 This Planning Statement is structured as follows:

Chapter 2 – Site and Surroundings – describes the application site, its wider context, accessibility, and planning history.

Chapter 3 – Proposed Amendments – outlines the proposal for which full planning permission is sought.

Chapter 4 – Planning Policy Framework – outlines the relevant policies of the statutory development plan and other material considerations, including specific policy tests, against which the proposal will be determined.

Chapter 5 – Summary – summarises the main findings of the Planning Statement, establishes the planning balance, and concludes on the overall merits of the scheme.

2. Site and Surroundings

- 2.1 This section describes the Site and surrounding area; provides an appraisal of its sustainability and accessibility and establishes the planning history of relevance to the proposal.

The Site

- 2.2 The Site edged red on the accompanying Site Location Plan comprises 35 Fountain Street, which is an existing office building which consists of 6,602sq.m across a basement level, ground floor level and 6 upper floors, on a site area of 0.098ha. Fountain Street is located in prominent location within the City Centre, in close proximity to Piccadilly Gardens, Spring Gardens, Market Street, and the Arndale Centre.
- 2.3 The Site is bound to the north by Marble Street and Primark, West Mosley Street and Piccadilly Gardens to the east, York Street and the adjoining Royal Sun Alliance building to the south, and Fountain Street to the west. The Site is in the Deansgate Ward.

Statutory Designations

- 2.4 The following designations are applicable to the Site and surrounding area:

Heritage

- 2.5 The Site is in the Upper King Street Conservation Area.
- 2.6 The Upper King Street Conservation Area lies in the heart of the City Centre and was designated by the City Council on 4th November 1970. The Conservation Area comprises the central financial district around the eastern portion of King Street. The area was extended on the 26 June 1985, to include properties up to Market Street and Mosley Street.
- 2.7 The Site is approximately 350m south of the Smithfield Conservation Area, which was designated in 1987.
- 2.8 There are a number of heritage assets within the immediate vicinity (c.250m) of the Site, including:
- Grade II* Listed Estate Exchange;
 - Grade II* Listed Royal Bank of Scotland and Former National Westminster Bank;
 - Grade II Listed 10 Mosley Street;
 - Grade II Listed 12 Mosley Street;
 - Grade II Listed Harvest House;
 - Grade II Listed Colwyn Chambers;
 - Grade II Listed 41 Spring Gardens;
 - Grade II Listed 43 and 45 Spring Gardens;
 - Grade II Listed 47 Spring Gardens; and
 - Grade II Listed 49 Spring Gardens.

Flooding

- 2.9 The Site is located within Flood Zone 1 and therefore carries a low probability of flooding.

Ecology and Landscape

- 2.10 The Site is not subject to any statutory ecological or landscape designations.

Trees

- 2.11 There are no trees within the Site boundary.

Air Quality Management Area

- 2.12 The Site is located within the Greater Manchester Air Quality Management Area which was designated for the potential exceedance of the annual mean air quality objective for Nitrogen Dioxide.

Surrounding Area

- 2.13 The Site is located within the commercial core and CBD of Manchester City Centre, which is predominantly characterised by office uses with active uses on the ground floor. Fountain Street provides a key link across the City Centre connecting Manchester's Civic Quarter to the Primary Shopping Area.
- 2.14 Primark occupy the building immediately to the north of the Site (106 - 122 Market Street), and a series of retail frontages and a Post Office front onto Mosley Street to the east.
- 2.15 The recently completed 11 York Street is located to the east of the Site, which provides 8,018 sq.m. of Grade A office space with ground floor retail and a coffee outlet on the ground floor.
- 2.16 The vibrant Northern Quarter and Chinatown are located c.250m to the north and east of the Site respectively.
- 2.17 Piccadilly Gardens is also located c.250m to the north-east of the Site. The area is due to be redeveloped to provide enhanced public realm alongside *"a unique range of functions including as a major route through the city centre, a transport interchange, a space for markets and events, a meeting place and a green space"* (Manchester City Council).

Heritage Context

- 2.18 As detailed above, there are no listed buildings or designated heritage assets on the Site.
- 2.19 The existing building on the Site is considered by Stephen Levrant Heritage Architecture (SLHA) to be a negative contributor to the Upper King Street Conservation Area in which it is located. Therefore, the proposal presents an opportunity to remove the negative components of the building, and create a more inclusive building which presents a more coherent architectural appearance; thereby providing an enhancement to the designated Conservation Area.
- 2.20 There are a number of heritage assets within the immediate vicinity (c.250m), as listed in paragraph 2.19 above.

Scale and Form

- 2.21 The majority of the surrounding area is characterised by a varying building typology and street pattern due to the Site's location within Manchester City Centre, and also within the Upper King Street Conservation Area. The scale along Fountain Street increases in height from c.5 storeys around Princess Street and St Peter's Square to c.15 storeys around Market Street and Piccadilly Gardens.

Accessibility And Sustainability

- 2.22 The Site is in a highly accessible location in Manchester City Centre. It is on the edge of the City's prime commercial and retail areas, affording excellent accessibility by pedestrians, cyclists, public transport (trains, buses, and trams) and private vehicle.
- 2.23 The Site is located within Greater Manchester Accessibility (GMAL) Level 8 which translates as an area of 'Very High' public transport accessibility. GMAL are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability GMAL 8 is the highest possible GMAL rating and confirms the excellent opportunity the Site offers for travel by public transport services.

Pedestrian

- 2.24 The Site is very accessible by foot with pedestrian footpaths directly abutting the Site along Fountain Street and Marble Street. The main access into the office building is currently on Fountain Street.
- 2.25 The local network comprises high-quality pedestrian friendly streets within the City Centre which are also considered appropriate to use for those who are mobility impaired. To support pedestrian trips in the local area and to and from nearby transport nodes, footways are provided on both sides of Marble Street, although it is noted that the northernmost footway is removed where delivery access to Primark is undertaken. Marble Street continues eastwards where footways facilitate pedestrian access onto Mosley Street and Piccadilly Gardens.
- 2.26 To the south of Marble Street, West Mosley Street provides footways on both sides which connect to those on Fountain Street. Given the width of the eastern footway, it is expected that pedestrians would use the footway on the western side which also provides a direct connection to the Site's frontage.
- 2.27 Fountain Street provides a key pedestrian route to and from the central retail district (the pedestrianised Market Street) and to the north of the City Centre where Manchester Victoria Station and Shudehill Bus Station is situated. Dropped kerbs and tactile paving are also provided which facilitate the safe movement of those who are visually impaired and / or may need to use a wheelchair. This street can also be used to facilitate pedestrian trips to and from St Peter's Square to the south. The connecting pedestrian network from this location includes Deansgate and Oxford Street, facilitating trips to and from the south of the City Centre.
- 2.28 The west of the City Centre and Salford Central Station can be accessed using Spring Gardens which provides a connection to a series of other streets such as King Street, St Ann's Street and Bridge Street. Likewise, pedestrian trips are facilitated to the west of the City Centre by Parker Street, Aytoun Street, the A6 Piccadilly, or Minshull Street.

Cycle

- 2.29 The Bee Network proposal is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain, covering 1000 miles. In Manchester, 279 new or upgraded crossings are proposed enabling 94% of the population to use Beelines. Three miles of Beelines on busy roads are proposed.
- 2.30 The network will consist of signed routes 'Beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and Transport for Greater Manchester. Located 450 metres away, Hilton Street will accommodate a 'Busy Beeway'.

- 2.31 The Site is located in close proximity to various cycle routes, including on-road routes and traffic-free routes of a good surface. The surrounding roads are subject to a reduced 20 miles per hour speed limit and as such cater for a safer cycling environment, including Marble Street, West Mosley Street, York Street and Fountain Street.
- 2.32 There is a Bee Network Cycle Hire station within 100m of the Site, located at the junction of Marble Street and Fountain Street

Bus

- 2.33 The Site is located within 300m of Piccadilly Bus Station to the north east and 500m of Shudehill Bus Station, to the north west.
- 2.34 The Manchester Free Bus service known as 'Metroshuttle' also operates across Manchester City Centre. Such buses are highly branded and are instantly recognisable, running on a 10 or 12-minute frequency. High quality stop are provided along the service routes with clear branded images on bus stop plates.
- 2.35 Three routes are pass through the City Centre's main commercial, financial and cultural districts. These are named Route 1, 2 and 3. All these services can be boarded at Piccadilly Gardens within 400-metre distance of the Site. This service can be boarded on New York Street, Charlotte Street and King Street.

Metrolink

- 2.36 The existing Manchester Metrolink tram services currently cover a broad area of Manchester and its outlying residential districts. Piccadilly Gardens, Market Street, and St Peter's Square are the closest Metrolink stops for access to the Site around 200m away, equating to a 2-and-a-half-minute journey time on foot.
- 2.37 Manchester Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services it is considered that these would offer a feasible travel alternative as part of a linked trip.
- 2.38 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink tram and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 2.39 The Metrolink will offer excellent public transport connectivity for staff to the Site.

Train

- 2.40 Manchester Piccadilly Station is in close proximity to the Site and is accessible via 10-minute walk (80m). This station provides access to numerous national rail services, with regional services providing access to various destinations across Greater Manchester including Stockport, Wilmslow, Heaton Chapel, Hyde, Gately, Romiley, Marple, Altrincham, Cheadle Hulme and Wigan.
- 2.41 The Site is also located within 0.5 miles (c. 8-minute walk) of Manchester Victoria and Manchester Oxford Road with services connecting across Greater Manchester and the wider National Rail Network.
- 2.42 The Site is situated in close proximity to an extensive range of amenities, given its City Centre location. This provides the opportunity for staff to undertake journeys on foot for a variety of purposes, and by association removes the need for travel by private car.
- 2.43 Overall, the Site is located within a highly sustainable location within Manchester City Centre supported by various modes of transport including bus, train and tram.

Planning History

2.44 The planning history of relevance to the proposal is set out in table 2.2 below.

Table 2.2 Site Planning History

APPLICATION REFERENCE	DESCRIPTION OF DEVELOPMENT	DECISION
140252/NMC/2024	Non-material amendment to amend wording of condition 7 (Materials and CEMP) and condition 22 (Surface Water Drainage Works) attached to 136013/FO/2023 to allow for enabling works.	Awaiting Determination
CDN/24/0483	Discharge of Conditions 3 (Highways Dilap) and 4 (Swept Path) attached to Planning Permission 136013/FO/2023	Awaiting Determination
CDN/24/0484	Discharge of Condition 5 (Local Labour) attached to Planning Permission 136013/FO/2023	Awaiting Determination
CDN/24/0485	Discharge of Conditions 19 (CMP) attached to Planning Permission 136013/FO/2023	Awaiting Determination
136013/FO/2023	Elevation alterations and erection of two storey rooftop extension including rooftop terrace	Approved 16th October 2023
100670/FO/2012/C1	Elevational alterations and use of ground floor for office (B1), retail (A1) and cycle storage and associated facilities.	Approved 21st December 2012
059091/CC/CITY1/00	Conservation Area Consent - Demolition of existing office block.	Approved 23rd November 2000
059090/FO/CITY1/00	Erection of office block with ground floor retail (A1, A2 and A3) and B1 office use, and basement car parking after demolition of existing building.	Approved 23rd November 2000

3. Proposed Amendments

- 3.1 This section provides a summary of proposed amendments and variations to condition wording sought by this application.
- 3.2 This application is seeking a Section 73 to vary a number of planning conditions attached to planning permission ref. 136013/FO/2023. The description of development is as follows:

‘Variation of condition numbers 2 (approved plans), 8 (cycle store/ basement layout) and 12 (waste management strategy) attached to planning permission 136013/FO/2023’
- 3.3 This section should be read in conjunction with the accompanying application drawings (detailed in Appendix A) prepared by Bennetts Architects and the Waste Management - Technical Note prepared by SLR.

Proposed Amendments

- 3.4 Following receipt of planning permission, 35 Fountain Street was acquired by Bywater Properties in late 2023. Bywater’s vision is to deliver a modern, high quality office building within Manchester with a focus on sustainability and the use of mass timber framework for the extension of the building. Bywater aims to enhance the development to deliver ambitious sustainability targets, revolving around a well-considered approach to achieving environmental accreditations and minimise embodied and operational carbon.
- 3.5 In order to achieve these ambitious sustainability credentials, Bywater seek to amend the design of the consented scheme, seeking the following amendments to the approved design:
 - Amendments to the elevational treatment along the Marble Street and West Mosley Street to mirror the consented façade along the Fountain Street elevation and column reconfiguration;
 - Amendment to window bay details and louvres;
 - Increase in height of the lift overrun by 1400mm;
 - Amendment to the terrace balustrade detail;
 - Addition of a projecting string course detail to the elevations.
 - Reconfiguration of the basement layout to increase the plant area and move the location of the cycle parking; and
 - Addition of a landscaped area to the rear of the building, including raised planters.

Elevational Treatment – Marble Street and West Mosley Street

- 3.6 The consented external envelope uses a palette of brick slip, concrete and curtain walling, with the primary Fountain Street elevation containing the focus of most of the qualitative materials and detailing/ depth of expression and the Marble Street and West Mosley Street elevations comprising a lightweight glazed expression.
- 3.7 Bennetts Associates has aimed to replicate this successful elevational treatment from the Fountain Street elevation across the entirety of the development, by bonding the façades of the building together as a

cohesive and continuous concept. This also includes the alteration of the consented column positions within Fountain Street and Marble Street.

3.8 These proposed amendments to the Marble Street and West Moseley Street elevations has allowed for improvements in both the thermal performance and solar gains performance of the elevations as well as minimising the embodied carbon, the table below sets out the relevant sustainability led targets for each and the performance of the consented scheme against these:

Thermal Performance: target of 0.12 W/m2k

3.9 An assessment of the thermal performance was undertaken and identified that the curtain walling and glazed elements of the consented scheme thermally underperform along Marble Street and West Moseley when compared to required target and the brick cladding system on Fountain Street.

Table 3.1 Thermal Performance Comparison

ELEVATION	THERMAL PERFORMANCE – CONSENTED SCHEME
Fountain Street	0.09 and 0.12 (lift shaft)
Marble Street	0.19
West Moseley Street	0.12 (lift shaft) and 0.19 (glazed element)

Solar Gains Performance: target of 38%

3.10 An assessment of the solar gains performance was also undertaken and identified that the solidity and depth of the consented Fountain Street elevation successfully manages solar gains whereas the large percentage of glazing to Mable Street and West Mosley Street does not meet performance requirements.

Table 3.2 Solar Gains Comparison

ELEVATION	SOLAR GAINS PERFORMANCE – CONSENTED SCHEME
Fountain Street	40%
Marble Street	57%
West Moseley Street	74%

3.11 In addition to this, the embodied carbon performance of the consented scheme was also reviewed to understand where betterments could be achieved. The brick rainscreen system to the consented Fountain Street elevation comprises less embodied carbon than the curtain walling system to Marble Street and West Mosley Street, please refer to the table below:

Table 3.3 Embodied Carbon Performance Comparison

ELEVATION	EMBODIED CARBON PERFORMANCE – CONSENTED SCHEME
Fountain Street	40%
Marble Street	57%
West Moseley Street	74%

- 3.12 Following a review of the above assessments of the elevational treatment, it was clear that the glazed curtain wall elements of the consented scheme underperform against the applicant's ambitious sustainability targets compared to the masonry elements on the Fountain Street elevation.
- 3.13 The proposed revisions to the elevational treatment of Marble Street and West Mosley Street aim to create a consistent and more successful composition across all elevations, with the architectural language reading as a conceptual whole whilst also improving the appearance of the building and enhancing environmental performance.

Window Bay and Louvre Detail

- 3.14 In addition to the above, there have also been amendments proposed to the window details along the Fountain Street and Marble Street elevations. Across the Marble Street elevation, louvres have been proposed with the upper portion of the window bay and screened by a perforated panel. Please refer to drawing ref. 2308-BAA-21-B02-DP-A-0 P04 Planning Proposed - Façade bay study 2 and 2308-BAA-21-B04-DP-A-0 P04 Planning Proposed - Façade bay study 4 for further details.
- 3.15 The upper portion of the window is considered to be the only feasible location for louvres as ventilation is not feasible via the soffits due to retention of the existing steel frame and the extensive ductwork that would be required.
- 3.16 The M&E consultant, Max Fordham, has designed a low energy ventilation system for 35 Fountain Street that relies on decentralised fan units on floorplates utilising above-window louvres, in order to meet the wider sustainability credentials that the development is targeting. This approach will significantly reduce the overall energy consumption and carbon emissions of the ventilation system by reducing the fan power required and by allowing the system to be much more responsive to user demand. The system is more flexible in the long term and easier to adapt to tenant needs, making it less likely to be replaced in future. In addition, this system has allowed for a significant reduction in the embodied carbon of the ventilation system, dramatically reducing the quantity of ductwork utilised.
- 3.17 In addition, due to the depth and complexity of the existing steelwork, it would not be feasible to provide the level of air quality specified from a centralised system. Significant structural alterations would be required, also increasing project embodied carbon consumption.
- 3.18 Following the meeting with Dave Roscoe on 22nd May, the design team have further reviewed the treatment to the windows at the corner of Fountain Street and Marble Street to mitigate the impact of this view. The perforated panel has now been removed to two window bay columns at this corner.

Projecting String Course

- 3.19 Following discussions with officers at MCC, a projecting string course detail has been proposed to create depth within the elevational treatment of the building. It is proposed that the material for the string course will be precast reconstituted stone and the string course would project 50mm.

Massing

- 3.20 Following a review of the consented scheme, it was identified that the lift overrun was not sufficient and had been undersized, therefore a 1400mm height increase is required to this element of the building to ensure that the lift can operate.
- 3.21 It should also be noted that there have been discrepancies identified between the approved plans for the consented scheme and the building survey which has meant that the building is 200mm lower than in reality. The revised drawings submitted for this NMA application rectify this error with the elevation levels being amended by an increase in 200mm.

Levels 08 and 09 - Terraces

3.22 The material palette for the consented two storey extension to the building has been refined to meet the required thermal, solar gains and embodied carbon performance. The consented glazed terrace balustrade is now proposed as a metal balustrade with a dark grey finish and the consented glazed cladding is now proposed as metal panelling in a dark grey finish. A retractable canopy has also been proposed at Level 09.

Basement Layout

- 3.23 The basement level has been reconfigured to allow for the plant space to be increased to meet the targeted environmental enhancements for the development, this has led to the location of the bicycle store and refuse store being altered across this floor.
- 3.24 There are no proposed changes to the quantum of cycle parking provision within the development.
- 3.25 There are no proposed changes to the quantum of refuse provision within the development. The refuse store location has been altered which has reduced the distance required to move bins to the refuse collection point. It is considered that despite this amendment, the development is in compliance with the previously approved Waste Management Strategy (Condition 12). A Waste Management - Technical Note has been prepared by SLR setting out this position.

Landscaping/ Raised Planters

3.26 An area of raised planters has been added to the rear of the building adjacent to the vehicle access ramp.

Conditions to be Varied

- 3.27 The Applicant is committed to the delivery of this development to create a modern, high quality office building within Manchester with a focus on sustainability and the use of mass timber framework for the extension of the building.
- 3.28 Bywater Properties aims to enhance the development to deliver ambitious sustainability targets, revolving around a well-considered approach to achieving environmental accreditations and minimise embodied and operational carbon. In order to facilitate this a number of amendments are required to the design of the development principally relating to the façade along Marble Street and West Moseley Street.
- 3.29 This application seeks permission to vary conditions 2 (approved plans), 8 (cycle store/ basement layout) and 12 (waste management strategy) pursuant to planning permission 136013/FO/2023.
- 3.30 The aforementioned conditions are proposed to be amended as below marked in red.

Table 3.1 Proposed Variation of Conditions

NO.	CURRENT CONDITION WORDING	PROPOSED CONDITION WORDING
1	The development must be begun not later than the expiration of three years beginning with the date of this permission.	The development must be begun not later than the expiration of three years beginning with the date of this permission.
2	The development hereby approved shall be carried out in accordance with the following drawings and documents:	The development hereby approved shall be carried out in accordance with the following drawings and documents:

L1011 Rev D Proposed Plan - Basement
 L1000 Rev C Proposed Plan - Level 00
 L1001 Rev C Proposed Plan - Level 01
 L1002 Rev D Proposed Plan - Level 02
 L1003 Rev D Proposed Plan - Level 03
 L1004 Rev D Proposed Plan - Level 04
 L1005 Rev D Proposed Plan - Level 05
 L1006 Rev D Proposed Plan - Level 06
 L1007 Rev D Proposed Plan - Level 07
 L1008 Rev D Proposed Plan - Level 08
 L1009 Rev E Proposed Plan - Level 09
 L1010 Rev E Proposed Plan - Roof
 L1600 Rev C Proposed Elevation - Fountain Street AA
 L1601 Rev C Proposed Elevation - Marble Street BB
 L1602 Rev C Proposed Elevation - West Mosley Street CC
 L1603 Rev C Proposed Elevation - DD
 L1604 Rev C Proposed Elevation - Fountain Street AA
 L1605 Rev C Proposed Elevation - Marble Street BB
 L1606 Rev C Proposed Elevation - West Mosley Street CC
 L1607 Rev C Proposed Elevation - DD
 L1610 Rev B Proposed Section AA
 L1611 Rev B Proposed Section BB
 SK71 Rev A Façade Study 1 (Proposed)
 SK73 Rev A Façade Study 2 (Proposed)
 SK75 Rev A Façade Study 3 (Proposed)
 SK77 Rev A Façade Study 4 (Proposed)
 SK79 Rev A Roof Sections (Proposed)
[Supporting Information](#)

Planning Statement, CBRE Limited, January 2023
 Design and Access Statement, OMI Architects, December 2022
 Air Quality Assessment, BWB Consulting, December 2022
 Acoustics Assessment, Lighthouse Acoustics, December 2022
 Preliminary Ecology Assessment, Tyler Grange, December 2022
 Phase 1 Geo-environmental Assessment, IGE Consulting, December 2022
 Flood Risk and Drainage Strategy, IGE Consulting, July 2022
 Crime Impact Statement, GMP Design for Security, December 2022
 Television and Radio Impact Statement, G-Tech Surveys, December 2022
 Outline Construction Management Plan, CBRE Limited, January 2023
 Environmental Standards Statement, Quinn Ross, December 2022
 Heritage Impact Statement, SLHA, December 2022
 Transport Statement, Vectos, December 2022

2308-BAA-10-L00-DP-A-0 P01 Planning Proposed - Site Location Plan
 2308-BAA-20-B01-DP-A-0 P04 Planning Proposed - Basement floor plan
 2308-BAA-20-L00-DP-A-0 P04 Planning Proposed - Ground floor plan
 2308-BAA-20-L01-DP-A-0 P04 Planning Proposed - Level 01 floor plan
 2308-BAA-20-L02-DP-A-0 P04 Planning Proposed - Level 02 floor plan
 2308-BAA-20-L03-DP-A-0 P04 Planning Proposed - Level 03 floor plan
 2308-BAA-20-L04-DP-A-0 P04 Planning Proposed - Level 04 floor plan
 2308-BAA-20-L05-DP-A-0 P04 Planning Proposed - Level 05 floor plan
 2308-BAA-20-L06-DP-A-0 P04 Planning Proposed - Level 06 floor plan
 2308-BAA-20-L07-DP-A-0 P04 Planning Proposed - Level 07 floor plan
 2308-BAA-20-L08-DP-A-0 P04 Planning Proposed - Level 08 floor plan
 2308-BAA-20-L09-DP-A-0 P04 Planning Proposed - Level 09 floor plan
 2308-BAA-20-R01-DP-A-0 P04 Planning Proposed - Roof floor plan
 2308-BAA-20-EE-DP-A-0 P04 Planning Proposed - East elevation
 2308-BAA-20-EN-DP-A-0 P04 Planning Proposed - North elevation
 2308-BAA-20-ES-DP-A-0 P04 Planning Proposed - South elevation
 2308-BAA-20-EW-DP-A-0 P04 Planning Proposed - West elevation
 2308-BAA-20-EE1-DP-A-0 P03 Planning Proposed - East elevation (context)
 2308-BAA-20-EN1-DP-A-0 P03 Planning Proposed - North elevation (context)
 2308-BAA-20-ES1-DP-A-0 P03 Planning Proposed - South elevation (context)
 2308-BAA-20-EW1-DP-A-0 P03 Planning Proposed - West elevation (context)
 2308-BAA-20-SN1-DP-A-0 P03 Planning Proposed - Section 01
 2308-BAA-20-SN2-DP-A-0 P03 Planning Proposed - Roof Sections
 2308-BAA-20-SW1-DP-A-0 P03 Planning Proposed - Section 02
 2308-BAA-21-B01-DP-A-0 P03 Planning Proposed - Façade bay study 1
 2308-BAA-21-B02-DP-A-0 P04 Planning Proposed - Façade bay study 2

Travel Plan, Vectos, December 2022
Waste Management Strategy incl. MCC Waste Proforma,
Vectos, December 2022
Stage 1 Road Safety Audit, six:TEN, August 2023

2308-BAA-21-B03-DP-A-0 P03 Planning Proposed -
Façade bay study 3
2308-BAA-21-B04-DP-A-0 P04 Planning Proposed -
Façade bay study 4
2308-BAA-21-B05-DP-A-0 P03 Planning Proposed -
Façade bay study 5

Supporting Information

Planning Statement, CBRE Limited, January 2023
Design and Access Statement, OMI Architects,
December 2022
Air Quality Assessment, BWB Consulting, December
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2022
Preliminary Ecology Assessment, Tyler Grange,
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Phase 1 Geo-environmental Assessment, IGE Consulting,
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Flood Risk and Drainage Strategy, IGE Consulting, July
2022
Crime Impact Statement, GMP Design for Security,
December 2022
Television and Radio Impact Statement, G-Tech
Surveys, December 2022
Outline Construction Management Plan, CBRE Limited,
January 2023
Environmental Standards Statement, Quinn Ross,
December 2022
Heritage Impact Statement , SLHA, December 2022
Transport Statement, Vectos, December 2022
Travel Plan, Vectos, December 2022
Waste Management Strategy incl. MCC Waste Proforma,
Vectos, December 2022
Stage 1 Road Safety Audit, six:TEN, August 2023
Waste Management – Technical Note, SLR, June 2024

3	Before the development commences, a highways dilapidation survey must be carried out and agreed in writing with the City Council as local planning authority.	Before the development commences, a highways dilapidation survey must be carried out and agreed in writing with the City Council as local planning authority.
4	Before the development commences, a swept path analysis exercise must be carried out for the access and egress of construction vehicles, and agreed in writing with the City Council as local planning authority.	Before the development commences, a swept path analysis exercise must be carried out for the access and egress of construction vehicles, and agreed in writing with the City Council as local planning authority.
5	(a) Prior to the commencement 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	(a) Prior to the commencement 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: the measures proposed to recruit local people including apprenticeships mechanisms for the implementation and delivery of the Local Labour Proposal 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 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.

shall be implemented as part of the construction of the development.

In this condition a Local Labour Proposal means a document which includes: the measures proposed to recruit local people including apprenticeships mechanisms for the implementation and delivery of the Local Labour Proposal 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 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.

- 6 Notwithstanding the TV reception study prepared by G-Tech Surveys, received by the City Council, as Local Planning Authority 19 January 2023, within one month of the practical completion 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 before 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.

- Notwithstanding the TV reception study prepared by G-Tech Surveys, received by the City Council, as Local Planning Authority 19 January 2023, within one month of the practical completion 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 before 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

- 7 Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(a) Samples and specifications of all material to be used on all external elevations and rooves of the development, drawings to illustrate details of full-sized sample panels and mock-ups that will be produced (The panel to be produced shall include jointing and fixing details between all component materials and any component panels), details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management.

(a) Samples and specifications of all material to be used on all external elevations and rooves of the development, drawings to illustrate details of full-sized sample panels and mock-ups that will be produced (The panel to be produced shall include jointing and fixing details between all component materials and any component panels), details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management.

	(b) Submission of a Construction Environmental Management Plan (CEMP) (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.	(b) Submission of a Construction Environmental Management Plan (CEMP) (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.
	(c) The sample panels and quality control management strategy.	(c) The sample panels and quality control management strategy.
	The approved materials shall be used in the construction of the development	The approved materials shall be used in the construction of the development
8	Prior to the first occupation, the cycle storage, as indicated on drawing L1011 Rev D Proposed Plan - Basement received by the City Council, as Local Planning Authority, on the 19 January 2023 shall be implemented and made available upon first occupation of the development and thereafter retained and maintained in situ.	Prior to the first occupation, the cycle storage, as indicated on drawing ~~L1011 Rev D Proposed Plan - Basement~~ 2308-BAA-20-B01-DP-A-0 P04 Planning Proposed - Basement floor plan received by the City Council, as Local Planning Authority, ~~on the 19 January 2023~~ in June 2024 shall be implemented and made available upon first occupation of the development and thereafter retained and maintained in situ.
9	Before first occupation of the building, a planting scheme for the proposed rooftop amenity spaces which will incorporate a SUDs strategy into the building shall be submitted and approved in writing by the City Council.	Before first occupation of the building, a planting scheme for the proposed rooftop amenity spaces which will incorporate a SUDs strategy into the building shall be submitted and approved in writing by the City Council.
10	The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.	The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.
11	The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Outstanding' unless otherwise agreed in writing. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the building hereby approved is first occupied.	The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Outstanding' unless otherwise agreed in writing. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the building hereby approved is first occupied.
12	The submitted Waste Management Strategy shall be implemented and be in place prior first use of the	The submitted Waste Management Strategy and Waste Management Technical Note Addendum shall be

	building and shall remain in situ whilst the use or development is in operation.	implemented and be in place prior first use of the building and shall remain in situ whilst the use or development is in operation.
13	The footpaths and areas between the pavement and the line of the proposed building shall be re-instated in York Stone within six months of any part of the development first being occupied.	The footpaths and areas between the pavement and the line of the proposed building shall be re-instated in York Stone within six months of any part of the development first being occupied.
14	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 building (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 development and thereafter retained and maintained in situ.	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 building (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 development and thereafter retained and maintained in situ.
15	Prior to the first use of the roof terraces of the development, details of the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved opening hours shall then become the operating hours for the terraces in that phase. There shall be no amplified music or sound on the roof terrace at any time.	Prior to the first use of the roof terraces of the development, details of the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved opening hours shall then become the operating hours for the terraces in that phase. There shall be no amplified music or sound on the roof terrace at any time.
16	The proposed office floors are permitted to be used 00.00 to 00.00 (24 hours a day, Monday to Sunday including Bank Holidays).	The proposed office floors are permitted to be used 00.00 to 00.00 (24 hours a day, Monday to Sunday including Bank Holidays).
17	The development shall be carried out in accordance with the Travel Plan prepared by Vectos, received by the City Council as Local Planning Authority on 19 January 2023.	The development shall be carried out in accordance with the Travel Plan prepared by Vectos, received by the City Council as Local Planning Authority on 19 January 2023.
18	If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.	If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
19	Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum: ○ Dust suppression measures; ○ Details of wheel washing for construction vehicles; ○ Compound locations where relevant;	Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum: ○ Dust suppression measures; ○ Details of wheel washing for construction vehicles; ○ Compound locations where relevant;

	○ Details of an emergency contact telephone number which shall be displayed in publically accessible location on the site from the commencement of development until construction works are complete ○ A community consultation plan and; ○ Sheeting of construction vehicles. The development shall only be carried out in accordance with the approved management plan.	○ Details of an emergency contact telephone number which shall be displayed in publically accessible location on the site from the commencement of development until construction works are complete ○ A community consultation plan and; ○ Sheeting of construction vehicles. The development shall only be carried out in accordance with the approved management plan.
20	External areas within the application site shall only be used in accordance with a schedule of days and hours of operation, capacity and a statement regarding intended use submitted to and approved in writing by the City Council as local planning authority and shall not allow for the use of amplified sound or any music in these external areas at any time.	External areas within the application site shall only be used in accordance with a schedule of days and hours of operation, capacity and a statement regarding intended use submitted to and approved in writing by the City Council as local planning authority and shall not allow for the use of amplified sound or any music in these external areas at any time.
21	a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme 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 site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority. b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.	a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme 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 site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority. b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.
22	No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. This shall include: ○ A finalised drainage layout showing all components, outfalls, levels and connectivity;	No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. This shall include: ○ A finalised drainage layout showing all components, outfalls, levels and connectivity;

○ Maximised integration of green SuDS components (utilising attenuation) if practicable; ○ Construction details of flow control and SuDS elements. ○ 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 approved details shall be in place prior to first use of the building.	○ Maximised integration of green SuDS components (utilising attenuation) if practicable; ○ Construction details of flow control and SuDS elements. ○ 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 approved details shall be in place prior to first use of the building.
3.31	It should be noted that there is currently a Section 96a Non Material Amendment application (ref. 140252/NMC/2024) awaiting determination with Manchester City Council. Should this application be determined prior to the determination of this Section 73 application, the amended wording of conditions 7 (materials and CEMP) and 22 (surface water drainage works) will need to be reflected.
3.32	It should also be noted that there are currently a number of applications awaiting determination with Manchester City Council to discharge planning conditions 3 - Highways Dilapidation Survey, 4 - Swept Path Analysis (ref. CDN/24/0483), 5 - Local Labour Proposal (ref. CDN/24/0484), and 19 – CEMP (ref. CDN/24/0485). Should these applications be determined prior to the determination of this Section 73 application, it is requested that the approval is noted on the decision notice. .

4. Planning Policy Context

4.1 This section sets out the relevant national, regional and local planning policy that the proposal should be assessed against.

Statutory Development Plan

- 4.2 The statutory Development Plan for Manchester currently consists of:
- The Manchester Core Strategy (2012);
 - Saved Policies Manchester Unitary Development Plan (1995);
 - Places for Everyone (PfE) (2024); and
 - Greater Manchester Joint Waste Development Plan (2012) (not relevant to this application).
- 4.3 The Planning and Compulsory Purchase Act 2004 (“The Act”) establishes the legislative background for town planning in England and Wales. Section 38(6) of The Act requires that proposal are determined in accordance with the Development Plan, unless material considerations indicate otherwise
- 4.4 A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Below is a summary of the most pertinent policies relating to the proposal.
- 4.5 The Planning and Compulsory Purchase Act 2004 (“The Act”) establishes the legislative background for town planning in England and Wales. Section 38(6) of The Act requires that proposal are determined in accordance with the Development Plan, unless material considerations indicate otherwise
- 4.6 A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Below is a summary of the most pertinent policies relating to the proposal.

Saved Unitary Development Plan Policies

The Unitary Development Plan (UDP) 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. The relevant policies are as follows:

Table 4.1 Relevant ‘Saved’ UDP Policy

RELEVANT ‘SAVED’ UDP POLICY	COMMENTARY
Saved UDP Policy DC18 ‘Conservation Areas’	Seeks to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features. Demolition will only be granted where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract

Saved UDP Policy DC19 ‘Listed Buildings’	Aims to preserve and enhance the settings of Listed Buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
Saved UDP Policy DC26.1 ‘Development and Noise’	Seeks to reduce the impact of noise on people living and working in, or visiting the City. In giving effect to this intention, the Council will consider both: a) the effect of new development proposal which are likely to be generators of noise; and b) the implications of new development being exposed to existing noise sources which are effectively outside planning control

Core Strategy (2012)

- 4.7 The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the ‘saved’ UDP and establishes the long-term strategic planning policies for Manchester's future development.
- 4.8 The Core Strategy sets out MCC’s vision for Manchester over the Plan period to 2027, along with the planning policies that provide the framework for delivering that vision.
- 4.9 The following policies are of specific relevance and have been grouped thematically as follows economy; heritage; design; environment and climate change and transport.

Table 4.2 Relevant Core Strategy Policies

RELEVANT CORE STRATEGY POLICIES	COMMENTARY
ECONOMY	
Policy SP1 ‘Spatial Principles’	Details the key spatial principles which will guide the strategic development of Manchester to 2027 including the Regional Centre being the focus for economic and commercial development, retail, leisure and cultural activity. The supporting text at paragraph 6.5 establishes that the Regional Centre, with Manchester City Centre at its core, is the economic driver of the City Region and has greatest potential to drive its continued economic growth, and to do so with the least environmental costs.
Policy EC1 ‘Employment and Economic Growth’	States that development will be supported in sectors that make significant contributions the economic growth and productivity including health, education, retailing, cultural and tourist facilities. The City Centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism. The policy states that a minimum of 200 ha of employment land will be developed between 2010s and 2027 for offices (B1a), research and development (B1b), light industrial

(B1c), general industry (B2) and distribution and warehousing (B8).

Priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets

Policy EC3 ‘The Regional Centre’	Encourages the development of employment generating uses including offices and other commercial development provided that they are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and the scale and type of office development does not undermine delivery of employment space within the City Centre.
Policy CC1 ‘Primary Economic Development Focus: City Centre and Fringe’	Acknowledges that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha of office or similar employment development with a variety of a variety of high-quality accommodation types, sizes and floor plates encouraged by the Council in order to boost investment by local, national and international businesses. The provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will also be supported in order to facilitate the creation of a vibrant employment location attractive to businesses, employees and visitors to the City Centre

DESIGN

Policy EN1 ‘Design Principles and Strategic Character Areas’	Expects developers to have regard to the strategic character areas in which the development is located. In this instance the Site is located in the City Centre Character Area which contains a rich legacy reflecting its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and historic street pattern. The core area presents a dense environment that accommodates a wide range of uses including commercial, civic and residential activities. The
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following considerations should be taken into account in developing schemes on this Character area:

- Consider the City's heritage and continue the rich pattern of activity in the core area;
- Opportunities to create landmark buildings should also contribute positively to the experience of all at street level; and
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability.

Policy DM1 'Development Management'

Establishes a series of specific issues relating to detailed designs that should be addressed by Applicants when submitted development proposal.

HERITAGE

Policy EN3 'Heritage'

States the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Policy CC9 'Design and Heritage'

The policy is clear that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

ENVIRONMENT AND CLIMATE CHANGE

Policy EN4 'Reducing CO2 Emission by Enabling Low and Zero Carbon'

Requires that proposal for new development follow the principle of the Energy Hierarchy including:

- reducing the need for energy through design features that provide passive heating, natural lighting and cooling; reducing the need for energy through energy efficient features such as improved insulation and
- glazing; and meeting residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN6 'Target Framework for CO2 reductions from low or zero carbon energy supplies'

Advises that all developments over 1,000 m2 will be required to connect to a CHP/ district heating anchor or where this is not feasible secure a 15% increase on Part L 2010. The policy requires the submission of an Energy Statement to be submitted at the outset of any proposals. It goes on to state that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to

	compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
Policy EN8 ‘Adaptation to Climate Change’	Expects new developments to be adaptable in terms of design, layout, siting and function. In developing proposal, developers should have regard to features including minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability; reduction in urban heat island effect through the use of Green Infrastructure such as green roofs and increased tree cover and waterways, and the need to control overheating of buildings through passive design.
TRANSPORT	
Policy CC5 ‘Transport’	Seeks to ensure that development ensures that transport is managed in a way which supports the projected growth of the City Centre.
Policy T1 ‘Sustainable Transport’	States that the Council will support proposal that improve choice by non-car transport modes; reduce the negative impacts of road traffic including congestion, air pollution and road accidents, and promote a travel hierarchy which prioritises pedestrians and disabled people followed by cyclists and public transport. Commercial access, general off-peak traffic and general peak time traffic should be given least priority.
Policy T2 ‘Accessible Areas of Opportunity and Need’	Seeks to ensure good access to the City’s main economic drivers including the Regional Centre. Within the City Centre developers will be encouraged to provide car parking levels which reflect the highly accessible nature of the location.

Places for Everyone (2024)

- 4.10

Places for Everyone (PfE) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.
- 4.11

The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on 21st March 2024.
- 4.12

The following PfE policies are of specific relevance:

Table 4.2 Relevant Places for Everyone Policies

RELEVANT PLACES FOR EVERYONE POLICY	COMMENTARY
ECONOMY	
Policy JP-J2 ‘Employment Sites and Premises’	The policy notes that existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from

	redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations.
Policy JP-J3 ‘Office Development’	The policy recognises that at least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039. The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility.

Supplementary Planning Guidance

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

- 4.13 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high-quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimate. For the reasons set out later in this Statement the proposal would be consistent with these principles and standards. It is considered that the following design principles and standards are relevant to the consideration of this application:
- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
 - Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;
 - The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposal;
 - Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
 - Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and setbacks from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
 - New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
 - Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises; and
 - Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an

area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

National

National Planning Policy Framework (2023)

- 4.14 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.
- 4.15 Chapter 6 (Building a strong, competitive economy) encourages planning policies and decisions to 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.
- 4.16 Chapter 7 (Ensuring the vitality of town centres) states that planning policies should allocate a range of suitable sites in town centres to meet the scale of office development likely to be needed, looking at least ten years ahead. Where suitable and viable town centre sites are not available, planning policies should allocate appropriate edge of centre sites that are well connected to the town centre.
- 4.17 Chapter 11 (Making effective use of land) promotes and supports the development of under-utilised land and buildings, gives substantial weight to the value of using suitable brownfield land and encourages multiple benefits from both urban and rural land, including mixed-used schemes.
- 4.18 Chapter 12 (Achieving well-designed and beautiful places) places high-quality building and design as 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. It states that 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 space) and support local facilities and transport networks; and
 - create places that are safe, inclusive and accessible and which promote health and wellbeing, 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.

- 4.19 Chapter 16 (Conserving and Enhancing the Historic Environment) attaches great importance to the conservation of heritage assets. In determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

5. Summary

- 5.1 This Planning Statement has been prepared by CBRE Limited on behalf of 35 Fountain Street Limited in support of the Section 73 application submitted to Manchester City Council in respect of 35 Fountain Street, Manchester. The description of development is as follows:

'Variation of condition numbers 2 (approved plans), 8 (cycle store/ basement layout) and 12 (waste management strategy) attached to planning permission 136013/FO/2023'

- 5.2 It is considered that the revised design of the development will have a number of enhanced visual and environmental benefits, as set out below and would be a positive contribution to the City Centre:
- Creation a single conceptual façade idea / expression that connects the building as a whole, in contrast to the split nature of the consented scheme;
 - Higher quality appearance and material use;
 - Improved solidity and construction methodology;
 - Makes a more successful reference to Manchester's architectural heritage;
 - Enhanced façade environmental performance including thermal and solar gain control;
 - Delivers lower upfront and operation energy; and
 - Predominantly working within the Consented Scheme massing with no significant changes in height.

Thank you

For more information:

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