

Application Number	Date of Appln	Committee Date	Ward
135028/FO/2022	23rd Sep 2022	27 th July 2023	Deansgate Ward
135029/LO/2022			

Proposal Full Planning Permission for the erection of 14 storey 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 extension to form office accommodation (Class E) with front of house and commercial floorspace at ground floor (Class E) with associated landscaping and other works following demolition of existing buildings at 27-29 King Street West and the Grade II Listed 31-33 King Street West and link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Mary's Parsonage

LISTED BUILDING CONSENT for the demolition of 31-33 King Street West and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor extension with associated landscaping and other works following demolition of existing buildings and link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Mary's Parsonage in association with the erection of a 14-storey building

Location Land Bound by King Street West, St Marys Parsonage, Garden Lane and Smithy Lane, Manchester, M3 2JP

Applicant Mr Alex Russell, Property Alliance Group, Alliance House, Westpoint Enterprise Park, Clarence Avenue, Manchester, M17 1QS,

Agent Miss Ellie Philcox, Euan Kellie Property Solutions, Landmark House, Station Road, Cheadle Hulme, Cheadle, SK8 7BS

Background

Consideration of this proposal was deferred at the meeting of the Planning and Highways Committee on 6 July 2023 to enable a site visit to take place.

EXECUTIVE SUMMARY

The proposal is for 4,849 sqm of office floorspace and the retention and improvement of the Grade II Listed 3 Smithy Lane and the Carriage Works, following the demolition of part of the listed complex and other buildings on site. Objections have been received from Historic England and Save Britain's Heritage about the loss of 31-33 King Street West and the impact of the new build on the retained listed buildings and the surrounding Conservation Area. Application referenced 135029/LO/2022 will need to be referred to the Secretary of State for a decision if Members are minded to approve this proposal.

Key Issues:

Principle of the proposal and the schemes contribution to regeneration: The proposal accords with national and local planning policies, and would deliver significant economic, social, and environmental benefits. The site is part of the St Mary's Parsonage SRF. The development includes no car parking spaces, but there are 4 existing on street disabled parking spaces in close proximity to the application site (2 on Dunlop Street and 2 on King Street West) and would be retained as part of the proposal.

The commercial unit would provide active street frontages and the public realm includes tree planting, improves permeability and increases visibility of the Grade II Listed buildings. The demolition would allow the buildings to be made fully accessible and would support the refurbishment and improvements to the retained listed buildings.

Impact on the historic environment. The proposal would impact on listed buildings on the site and the setting of nearby listed buildings and structures and on the Parsonage Gardens Conservation Area. Historic England object to the proposal.

Economic: The proposal would create 135 full time equivalent (FTE) jobs over the 2.5-year build period. Total net GVA from construction would generate around £25 million. Once occupied, it could support 410 FTE jobs, with GVA of £35.8m each year, wages of £13.1m and contribute £2.7m of national insurance and income tax. The development would deliver additional business rates of £6.6m every ten years.

It would create a range of jobs, including highly skilled roles, graduate opportunities, and entry level roles helping to drive economic growth and productivity and support inclusive growth objectives.

Social: A local labour agreement would maximise the recruitment of local residents in construction and related jobs. This would extend to end use job opportunities. Commercial units would bring active frontages and natural surveillance. The development would be fully accessible. The public realm would address changes making it fully accessible. Crime and anti-social behaviour would be minimised with an effective lighting scheme.

Environmental: This would be a low carbon development in a highly sustainable location. The development would include enhanced fabric parameters to limit heat losses, maximised glazing ratios to provide natural lighting, electrification of the systems and renewable technologies to offset some outstanding energy consumption. There would be no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and would include SuDS features such as rain gardens within the public realm. The ground conditions are not complex or unusual. The height, scale and appearance would contribute positively to the Parsonage Gardens SRF Area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on local residents and local businesses: The impact on daylight/sunlight and overlooking would be acceptable. Construction impacts would not be significant and can be managed to minimise the effects on local businesses.

Description of the Site

This 0.26 ha site is bounded by King St West, Smithy Lane, Garden Lane and St Mary's Parsonage and is in the Parsonage Gardens Conservation Area. It includes: a four-storey carriage workshop on Garden Lane, a 4-storey warehouse at 3 Smithy Lane and 31-33 King St West (Reedham House), all of which comprise a listed complex and 3-storey 27-29 King St West, which is not part of the listed complex.



Photo a) Reedham House, 31-33 King Street West and the non-listed 27-29 King Street West from across Motor Square



Photo b) also taken across Motor Square showing context.

The complex was a carriage works and provides considerable evidence of the character and evolution of smaller scale industry in nineteenth and twentieth century Manchester. It is listed and comprises a manufacturing block built in 1840, a commercial warehouse built in 1855, which functioned separately, but was in the same ownership as the carriage works. It also includes a showroom (Reedham House) built in 1849, which was heavily altered in 1926 and largely re-constructed after Second World War bomb damage.

Reedham House was in separate occupation and activity by the late 1870s. It was totally rebuilt behind its retained and re-modelled façade in 1926. The buildings have a function and interrelationship that remains legible. It is a rare building typology, and only five listed carriage work complexes survive across the country.

The Listed complex has been altered and has blocked up openings, lay in grid suspended ceilings, UPVC windows and doors, screed applied to floors and solid partitions. Most historic fabric other than some brickwork is concealed.





Photos c) d) e) f) and g) The existing interior of Reedham House

There are serious damp issues in the basement. The courtyard contains air-conditioning units, and features such as lightwells, cobbles, glazed pavement lights, drainpipes and lightwells that have been neglected and/or replaced/covered with modern materials.



Photos h) i) j) k) The existing basement of Reedham House



Photos l) and m) The existing courtyard elevation of Reedham House

Concrete staircases and other structures have been built on stone paving and cobbles and a bridge link interrupts the underpass/entrance to the courtyard. None of the buildings are accessible to disabled people.



Photo n) The existing extension to the carriage workshop on St Mary's Parsonage



Photos o) and p) The carriage workshop and the warehouse

The site is adjacent a Grade II Listed Building at 3 St Mary's Parsonage. Nearby Listed Buildings and structures include Arkwright House on Parsonage Gardens, the former Kendal Milne department store, Century Buildings on St Mary's Parsonage, the Masonic Hall on Bridge Street, The Sawyers Arms, Albert Bridge, and the former Hydraulic Power Station in Grounds of City College.

Other nearby approved developments:

A three-storey rooftop extension to Kendals (98 to 116 Deansgate) to provide offices with flexible commercial spaces on the ground, lower ground and basement and the erection of 14 storey office building on the site of the MSCP (129251/FO/2021 and 129252/LO/2021). The erection of a 19-storey office following the demolition of Alberton House on St Marys Parsonage (134287/FO/2022). Surrounding uses include shops, offices, hotels, bars, restaurants, financial and professional services, café, and museum. The site is close to Parsonage Gardens.

126930/LO/2020 - Arkwright House, Parsonage Gardens – Approved 30 Jul 2020 - Listed Building Consent - Internal refurbishment of the ground floor reception and back of house areas

134287/FO/2022 - Alberton House, St Mary's Parsonage – Approved 10 November 2022 - Demolition of existing building and erection of a 19 storey (ground including mezzanine, plus 18) building above basement level to form a mixed use office development with ancillary office amenity (Use Class E(g(i)) flexible commercial floorspace at ground floor and mezzanine (Use Class E (a), (b), (c) and/ or drinking establishment Sui Generis), flexible office floorspace (Use Class E(g(i)) at Levels 1-16, and two floors of wellness centre (Sui Generis) at Levels 17 and 18 including ancillary food and beverage (Use Class E (a), (b), (g(i)) and/ or drinking establishment Sui Generis), cycle parking, landscaping, highways and other associated works."

The proposal

Planning permission and listed building consent are sought for a 14-storey office building fronting Motor Square following the demolition of part of the Grade II Listed complex (Reedham House, 31-33 King Street West). It would provide 4,849 sqm (net) of floorspace with an external roof terrace at floor 10.

The base would have a colonnade of circular textured columns and active street frontages. The main body of the facade is clad in an anodised aluminium rainscreen cladding with extruded fins.

The green colour seeks to complement the reddish/brown brickwork at the retained Carriage Works and Warehouse. The base would be a pigmented concrete lintel to complement existing brickwork, influenced by the stonework of the warehouse on Smithy Lane.



Image a) The proposed development from across Motor Square

The Grade II listed Carriage Works on Garden Lane and Warehouse at 3 Smithy Lane, would be fully refurbished including:

- Restoration and repair of all elevations and rooves.
- Replacement of modern insertions such as white plastic windows with alternatives that complement the character and original features.
- Removal of items such as roller shutters.
- Reinstatement of the Garden Lane entrance to the Carriage Works to provide an entrance to the historic courtyard where there would be a lift to all levels and the main building reception.
- Decluttering and repair of the inner courtyard to expose its original features and architectural detail.
- Two lifts in the courtyard would provide access to all levels, most of which don't currently have full access.
- Installation of a glazed roof over the courtyard to use the space as an extension of the reception space.
- Repointing of brickwork
- Retention and repair of all internal original and historic structures and features such as columns.

- Removal of modern wall linings to reveal original brickwork and sensitively repair where needed.
- Removal of modern ceilings to allow the floorboards and supporting structures to be revealed.
- Installation of lighting and services, which would be exposed.
- Reinstatement of the historic Carriage Works entrance from Garden Lane with new glazed entrance doors to the archway. This new entrance would create a north/south connection through the building.
- Cleaning of the historic lintels of the Garden Lane elevation.
- Installation of anodised aluminium fire escape doors within existing openings.
- Installation of feature lighting to the Courtyard entrance on Garden Lane.
- Replacement of the entrance door on Smithy Lane to create a fire escape.

The following works are also proposed:

- Demolition of the link bridge between the Carriage Works and 3 St Mary's Parsonage with opening reinstated as a sash window.
- Use of 140 sqm of the ground floor of the new build as a commercial unit (Class E use) on St Mary's Parsonage to provide an active street frontage.
- Provision of a gym (Class E use) and secure cycle storage (92 spaces) and shower facilities with accesses off Garden Lane and Smithy Lane.
- Creation of public realm on King Street West, St Marys Parsonage and Garden Lane / Smithy.
- Biodiversity enhancements through the provision of bat and bird boxes and inclusion of rain gardens in the landscaping. A variety of pollinator-friendly plant species including grasses and herbaceous species.
- All accesses would be level.
- Five passenger lifts.
- Creation of a loading bay on St Mary's Parsonage, shared with the recently implemented taxi rank, such that the bay becomes loading only during daytime hours, when the taxi rank is typically not used, and taxi rank in the evening.
- No car parking is proposed.
- The four existing disabled parking spaces (2 on Dunlop Street and 2 on King Street West) and would be retained as part of the proposal. The two spaces on Dunlop Street would be within the area of public realm improvements associated with the development.
- An internal waste store accessed from Garden Lane.
- An Internal service riser.

A Framework Travel Plan has been provided.

The planning and Listed Building applications have been supported by the following information: - Drawings, Landscape Plans; Design and Access Statement, Air Quality Assessment, Archaeological Assessment, Biodiversity Net Gain Assessment, Construction Management Plan, Crime Impact Assessment, Daylight/Sunlight Report, Economic Impact Assessment, Energy and Environmental Standards Statement, Local Labour Agreement, Wind Assessment, Planning Statement, Statement of Community Involvement, Townscape and Heritage Visual Impact Statement, Ventilation Statement, Noise Assessment, Ecology Report, Flood Risk and Drainage

Report, Heritage Asset Statement, Waste Management Statement and Transport Statement.

Publicity

The occupiers of adjacent premises have been notified and the applications have been advertised in the local press as a major development, being of public interest, affecting the setting of a conservation area and the setting of listed buildings, as an application for listed building consent and as a development affecting a public right of way. Notification letters have been sent to an extensive area and a total of 3 no. objections have been received. A full summary of which is provided below:

- Demolishing this wonderful, listed building would be simply barbaric. Let's try to be more civilized.
- The proposed building is totally inappropriate for the area. It will dominate the skyline and erase an attractive building. The building should be preserved to maintain the historical heritage of the city.
- The local infrastructure will not be able to cope with such a huge proposal and represents an overdevelopment of the area.
- In a climate emergency reusing, rather than demolishing, existing structures is critical. The carbon cost in demolishing an architecturally sound and usable building should not be ignored. The current building, Reedham House, could be repurposed and renovated.

One letter of support has also been received from an occupier of an adjacent property who endorses the proposal.

A further objection was received from Save Britain's Heritage and is summarised as follows (4 objections were received in total from the publicity):

Save Britain's Heritage object to the demolition of the grade II listed building at 31-33 Kings Street West which constitutes substantial harm and is unjustified in heritage and environmental terms.

A) Unjustified loss of a grade II listed building Reedham House, a local landmark of high historic significance. The harm is substantial and unjustified and would cause irreversible harm. Reedham House is listed for its architectural interest because of its high architectural interest as a surviving 1840s coach works, comprising a manufacturing block and a showroom. The proposal would harm the architectural interest and significance of the grade II listed 3 Smithy Lane and surrounding heritage assets and compromise the collection of buildings' original plan form. The relationship between the former showroom and warehouse and how their fabric relates to one another is of particular architectural interest, however the proposal involves the total loss of the fabric where the two phases meet. The loss of one section would therefore have a substantial effect on the other, losing the synergy between the extant structures. The destruction of this property would therefore result in the complete loss of both the historic and architectural interest of this building.

B) The loss of Reedham House and the proposed 14 storey office would substantially harm the character and significance of the Parsonage Gardens Conservation Area.

The harm to the heritage significance of the Conservation Area would be substantial, with no clear or convincing justification provided. The increased scale would severely alter the historic façade that acts as an important character boundary to the conservation area, reinforcing the dominance of new tall buildings that circle the boundary to the southwest. The 14-storey tower is at odds with the conservation area's setting and long-established special character, which is characterised by 19th century low to mid-rise commercial buildings. The Council's legal duty outlined in Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 includes the preservation and enhancement of Reedham House, a building which is a clear positive contributor to its overall historic character and significance.

C) The demolition is not sustainable development in environmental terms. It would have an unnecessary negative carbon cost. Retaining and retrofitting historic buildings and the considerable amount of embodied carbon they contain, is of paramount importance if Manchester City Council is to become carbon neutral by 2038. Regardless of heritage value, the needless demolition of a building which is perfectly capable of reuse is fundamentally at odds with this commitment.

Comments were also received from Cadent Gas:

Cadent Gas – no objection.

Consultations

Historic England - Historic England objects to the application on heritage grounds, and don't consider that the application meets the requirements of the NPPF, in particular paragraphs 189, 199, 200 and 202.

31-33 King Street West is of historic and architectural interest in its own right, and its value is considerably greater when appreciated as part of the wider historic carriage works complex, which is designated as a collective whole.

The loss of one element would therefore have a pronounced effect on the other, and the impact on the significance of the listed building would be high. More widely, the building provides important evidence for both the spread of small-scale industry across Manchester, and a rare insight into the form and functioning of carriage works nationally. The diminishment of this complex would therefore have wider harmful implications. Its loss would also deprive the conservation area of a handsome, if altered, building, that is not only an attractive element of the street scene, but also contributes to our understanding of the history and evolution of the area.

The impact on the conservation area is less considerable than on the listed building but would still be harmful and strikingly noticeable. The negative impact would be exacerbated by the scale and design of the replacement tower. This would distract from the retained elements of the complex and reinforce the loss by obscuring the legibility of the rest of the historic site. Its scale, verticality and design would be out of keeping with the character and appearance of the conservation area, converting the site from one which forms the gateway into the conservation area, to one that further reinforces the prevalence of ad hoc tall buildings, of indifferent design, which form a ring outside the south and west edge of the conservation area.

The proposals would therefore cause considerable harm to the significance of both of these assets. The scale of the impact on the significance of the listed building would be high and the impact on the conservation area would be lower, but still considerable.

If the Local Planning Authority is minded to grant consent in its current form, in light of this objection they should treat this letter as a request to notify the Secretary of State of this application, in accordance with the relevant Direction.

The LPA should take advice from their own advisors to assess the proposed works to convert the former manufacturing building, and to conclude if this would produce heritage benefits. However, even if it did so, it is not clear that the achievement of this potential benefit is intrinsically linked to the demolition and replacement of 31-33 King Street West.

There are no concerns with the loss of 27-29 King Street West.

Head of Highways no objections subject to conditions about off-site highways works, a servicing strategy, provision and adoption of a Travel Plan and a Construction Management Plan.

Head of Regulatory and Enforcement Services (Street Management and Enforcement) No objection and recommends conditions relating to plant and equipment, the management of construction, opening hours, the hours during which deliveries can take place, acoustic insulation of the premises, the external roof terrace, the storage and disposal of refuse, air quality and the mitigation / management of any contaminated land.

Flood Risk Management Team Advised that invert levels were only partially provided, and the critical storms were not provided and recommend conditions relating to surface water drainage works and maintenance and management.

Greater Manchester Police (Design for Security) Recommend a condition to reflect the physical security recommendations in the Crime Impact Statement.

Work and Skills Recommend local labour conditions for construction and in use.

Environment Agency No objection subject to conditions.

Greater Manchester Ecology Group No objections subject to conditions to protect bats and birds and confirm that the net gain assessment has demonstrated that the site would achieve a sufficient gain in biodiversity units.

United Utilities No objections subject to a condition about surface water drainage.

GMAAS recommends that advice is sought regarding the impact of the proposals on the other listed structures at the site, along with other Designated Heritage Assets and their settings (including the Conservation Area), and the necessity for appropriate mitigation. A scheme of historic building recording should be undertaken prior to any demolition works through a condition. A Level 1 to 2 historic building survey should be undertaken on retained buildings prior to refurbishment.

This would enable a point-in-time descriptive and photographic record of the exteriors and interiors of the structures, complete with floor plans that indicate survival of historic fabric, fixtures and fittings. This could inform whether further watching briefs should be maintained during works that might reveal concealed historic fabric, such as any strip-out works and demolition.

Health and Safety Executive (Fire Safety) No comments.

Transport for Greater Manchester – suggest a condition requiring the submission, implementation, and monitoring of a Full Travel Plan within 6 months of occupation.

Manchester Airport Safeguarding Office – No objections

National Amenity Societies – No comments

Salford City Council – No comments

Issues

The proposals would be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), C1 (Centre Hierarchy), Policy EC1 (Land for Employment and Economic Development), Policy EC3 (The Regional Centre), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN11 (Quantity of Open Space, Sport and Recreation), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management).

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

SO1. (Spatial Principles) – The development would be in a highly accessible location and reduce the need to travel by private car and would support sustainable growth and help to halt climate change.

SO2. (Economy) – The scheme would provide construction jobs along with permanent employment in a highly accessible location. It would also provide 4,849 sqm of office floorspace. This would support the City's role as the main employment location and primary economic driver of the City Region.

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

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

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development, including office, retail and leisure uses. It would be consistent with the City Centre Strategic Plan and the St Mary's Parsonage SRF. The development would be close to sustainable transport and maximise the use of the City's public transport infrastructure. It would enhance the built and natural environment and provide office accommodation; creating a well-designed place; creating character and reducing the need to travel.

Policy C1 (Centre Hierarchy) - The development would assist the City Centre in remaining the regional focus for commerce, culture, leisure, and tourism.

Policy EC1 (Land for Employment and Economic Development) - The office space could generate employment and help to spread the benefits of growth across the City and reduce economic, environmental, and social disparities. The site is close to transport infrastructure and the proposal would promote walking, cycling and public transport use. Jobs would be created during construction and in operation. The design would use the site efficiently and a range of transport modes are nearby.

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

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and would be a high-density, mixed-use scheme that would provide active uses in addition to office accommodation.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The proposal would improve facilities for visitors, including the provision of improved public realm and an improved contribution to the quality of Motor Square. It would better reveal the significance of the retained heritage assets. It would improve permeability and the public realm at Garden Lane and Smithy Lane, St Mary's Parsonage and King Street West / Motor Square.

Policy CC5 (Transport) - The proposal would provide secure accommodation and increase natural surveillance. It would be accessible by a variety of modes of transport and help to improve air quality and reduce carbon emissions.

Policy CC6 (City Centre High Density Development) – The extension would use the site efficiently through the construction of the 14-storey office building.

Policy CC7 (Mixed Use Development) - The development would incorporate active frontages, create activity, and increase footfall.

Policy CC8 (Change and Renewal) – The proposal would support the employment role of the City Centre and improve accessibility and legibility. It would create jobs during construction and in operation and would maximise the use of the site.

Policy CC9 (Design and Heritage) – The design would be appropriate in its context. The scale, height, massing, alignment, and material of the new build are acceptable. The development would cause less than substantial harm to heritage assets. The loss of Reedham House would allow significant improvements to the interior and exterior of the retained fabric including the courtyard. It would allow full access to the retained listed buildings.

Policy CC10 (A Place for Everyone) – Full access would be provided to all levels. This is a highly accessible, sustainable location. Permeability around the site would be improved and high-quality public realm would be provided on the streets surrounding the complex including Garden Lane and Smithy Lane.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of cycle parking spaces.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes. Permeability around the Site would also be improved with the provision of new high-quality public realm on the streets surrounding the site.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would be high-quality and would enhance the character of the area. The design responds positively at street level with the provision of active street frontages, improved permeability and an improved frontage to St Mary's Parsonage and King Street West/Motor Square.

Policy EN3 (Heritage) - The development would have a positive impact on the character and appearance of the site. The retained buildings would be refurbished and extended improving their appearance, increasing maintenance, and securing the future for the building. The loss of Reedham House would cause less than substantial harm given that Reedham house is one element of a listed complex and is not a listed building in its own right. This harm would be justified by significant public benefits. The heritage issues are addressed in full in the main body of the report

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

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

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location. The site is in flood risk zone 1 and generally has a low risk of flooding. The proposal includes a drainage strategy, is supported by an energy statement, and would comply with Part L 2021. A BREEAM pre assessment report confirms that the development could achieve 'Very Good.'

Policy EN9 (Green Infrastructure) – Four street trees would be planted on King Street West, and one would be removed from St Mary's Parsonage. The landscaping would lose 0.02 biodiversity units and deliver 0.24 biodiversity units, giving a Biodiversity Net Gain score of +0.22 biodiversity units.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposal would improve King Street West, St Mary's Parsonage, Garden Lane and Smithy Lane and provide a function for the courtyard, which would include lifts and a reception. It would improve permeability and improve the contribution of the site to Motor Square. It would increase connectivity between spaces to allow better links for disabled people, pedestrians, and cyclists, and enhance biodiversity through the provision of street trees and rain gardens and bat housing.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy identifies that the site is within Flood Zone 1 (low probability) and proposes a drainage strategy.

EN15 (Biodiversity and Geological Conservation) – The landscaping would lose 0.02 biodiversity units and deliver 0.24 biodiversity units, giving a BNG of +0.22 biodiversity through the raingardens, planting and street trees. Four bat slates and two integrated bat boxes are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. An air quality assessment has been provided. The proposals do not include car parking, but there are 4 existing on street disabled parking spaces in close proximity to the application site (2 on Dunlop Street and 2 on King Street West) that would be retained as part of the proposal.

Policy EN17 (Water Quality) - The proposal would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 (Contaminated Land and Ground Stability) - A site investigation, which identifies possible risks arising from ground contamination has been provided.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been submitted.

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are of relevance to this proposal:

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

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

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) – The proposal could include a restaurant or café which would be appropriate in this location.

DC18.1 (Conservation Areas) – This is addressed in full in the report.

DC19.1 (Listed Buildings) – This is addressed in full in the report.

DC20 (Archaeology) – A condition would require the submission and agreement of a written scheme of investigation and a programme of archaeological works.

DC26.1 and DC26.5 (Development and Noise) – Acoustic assessments have been submitted.

DM2 (Aerodrome Safeguarding) – Manchester Airport have no objections

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

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

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving

development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth to create jobs and prosperity through construction and through the use of the completed development, building on an area's inherent strengths. The proposal would support economic growth and create jobs and prosperity

Section 7 (Ensuring the Vitality of Town Centres) - promotes competitive town centres and recognises that office and leisure uses can ensure the vitality of centres. The City Centre is the focus for economic and commercial development, leisure and cultural activity and city living. The proposal would be part of an area which would attract and retain a diverse labour market. It would be a high-quality development on an underused site that would benefit from the improvements proposed. Development of the site, which is within a regeneration area and in need of redevelopment, restoration and repair would improve the character and appearance of the area and increase the amount of office space within the City Centre.

Section 8 (Promoting healthy and safe communities) – This recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate a mix of uses and provide active street frontages and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses around Parsonage Gardens. It would assist in activating Motor Square.

Section 9 (Promoting Sustainable Transport) – This site is close to Victoria and Salford Central railway stations and Shudehill bus, coach and Metrolink Interchange and Exchange Square Metrolink Station. Route 1 of the Manchester City Centre 'Metroshuttle' free bus has a stop on Bridge Street. The closest local bus stops to the Application Site are located at Bridge Street. Additional bus stops are available at Deansgate and John Dalton Street. There would be 96 no. secure cycle spaces provided within the basement of the development, which is in excess of the guidance set out by MCC within the Core Strategy, along with shower and changing facilities and lockers. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) - Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy living

conditions. The development would use the site effectively due to the construction of a 14-storey office building.

Section 12 (Achieving Well-Designed Places) – Promotes the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The building would respect the historic site and the character of the existing buildings and would be fully accessible. The proposals would also include high quality and inclusive public space.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in flood risk zone 1 and therefore has a low risk of flooding. It would be a low carbon development and a BREEAM pre assessment report confirms that the development could achieve 'Very Good.'

Section 15 (Conserving and enhancing the natural environment) - The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is within the Parsonage Gardens Conservation Area and includes a Grade II Listed Carriage works complex and there are other nearby Grade II Listed Buildings. The applicant has submitted a heritage statement that assesses the impact on the Carriage Works, including the loss of the showroom and on the surrounding heritage assets. The proposal would not have an unjustified detrimental impact on the Grade II Listed Carriage Works, the Parsonage Gardens Conservation Area, or nearby listed buildings. The loss of Reedham House would cause less than substantial harm given that Reedham house is one element of a listed complex and is not a listed building in its own right. This harm would be justified by significant public benefits.

Other Relevant City Council Policy Documents

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

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

This strategy sets the ambitions for the City for the next decade. It sets out a vision for Manchester to be in the topflight of world-class cities by 2025, when the City will: have a competitive, dynamic and sustainable economy that draws on our distinctive

strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas; possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK; play its full part in limiting the impacts of climate change; be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and be clean, attractive, culturally rich, outward-looking and welcoming.

Through its objective of being a progressive and equitable city, from a development and regeneration point of view, this not only means creating and enabling jobs and growth it also demands a smart and thoughtful approach to how development is executed. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills, and training opportunities, and given the support and empowerment necessary to make the most of them. The ways in which the development would play a part in the realisation of these objectives is set out below.

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

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have

been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation. The alignment of the proposals with the policy objectives set out above is detailed below.

‘Powering Recovery: Manchester’s Recovery and Investment Plan’ – This sets out what Manchester is doing to respond to the COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities in the city's economy. It sets out how Manchester can play a leading role in the levelling-up agenda, with ambitious plans to build on recent investment in economic assets and infrastructure and accelerate the growth in high-productivity sectors including the Digital, Creative, Technology and Health Innovation Sectors alongside the well-established financial and professional services sectors. This includes support for major job-generating investment with high-growth sectors, new-starts and scale-up. The office space would create high quality office space in a highly sustainable location with excellent transport links. This would support the aim to secure a highly skilled and knowledge intensive workforce within the City.

The development would intensify the levels of economic activity associated with this part of the City Centre and would as part of the wider delivery of the Parsonage Garden SRF, build on the success of the adjacent Spinningfields Area.

The Greater Manchester Strategy, Stronger Together, - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal would deliver the comprehensive refurbishment and repurposing of an underutilised site within the City Centre in order to bring a new high standard of office accommodation to the City. The proposed development would support and align with the overarching programmes being promoted by the City Region via the GM Strategy helping to achieve a number of its key growth priorities including the reshaping of the economy to meet global demand and building Manchester’s global brand.

The Greater Manchester Strategy (2017) (“Our People, Our Place”) - was produced the Greater Manchester Combined Authority (GMCA) and replaces the former “Stronger Together: Greater Manchester Strategy” published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

- “A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you’ll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.”

Delivery of a new office block and associated commercial accommodation would create a substantial amount of employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through new commercial

office floorspace. This new office block would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

The proposed office accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

The St Mary's Parsonage SRF (2020) - This was formally endorsed by the Executive in July 2020 and is a material consideration. It aims to create a commercially led, mixed-use district, set around high-quality public space.

This could deliver significant regeneration benefits and support the growth of the City Centre. The SRF should build on its asset base, and its proximity to the City Centre, to successfully host an eco-system of best-in-class employment – from global businesses to start ups - and other high-quality uses including residential, hotel, retail, and leisure. A key principle is to retain and celebrate the area's special qualities and assets, including its heritage assets, public spaces, and green and blue infrastructure.

The SRF sets out a clear vision to enhance and regenerate the area and identifies sites that could catalyse investment and drive change. The proposal is a component of this strategy and is in an area that has the capacity to accommodate taller buildings, whilst delivering improved permeability and enhanced public realm. The Site is recognised as a 'Development Opportunity', within the 'King Street West Zone'.

For reasons set out below the proposal would be consistent with the height, density and development principles set out above and would help to deliver the SRF.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the City Centre neighbourhoods, and describes the partnerships in place to deliver those priorities. The site sits within the Area designated as the Retail Core at a key location on St Mary's Parsonage and there are several heritage assets that would be impacted by the proposal. As detailed above the St. Marys Parsonage Strategic Regeneration Framework (SRF) area, of which the site forms part of, 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. MCC have recognised that regeneration opportunities of parts of the Retail Core beyond a traditional retail focus are available on the fringes of this neighbourhood.

Conservation Area Declarations

Parsonage Gardens Conservation Area Declaration

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 of the area along the line of the administrative border of the City of Salford.

It contains several Grade II listed buildings, including Blackfriars Bridge, plus more recent buildings such as Alexandra House and Century Buildings (modern element).

At the centre of the Conservation Area is Parsonage Gardens which is bordered by large buildings. Most are orange-red brick or terracotta, although one modern-style steel and glass structure merges well into its surroundings. 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. The Conservation Area includes frontage to the River Irwell and includes part of the Grade II listed bridge on Blackfriars Street built around 1820.

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 is encouraged.

St Ann's Square Conservation Area Declaration

The St Ann's Square Conservation Area is in the commercial heart of the City, where almost all buildings accommodate shops on the ground floor. It was the first conservation area to be designated by the City Council on 29 July 1970.

St Ann's Square is the focal point of this conservation area. It was laid out in the Georgian period, however the Grade I Listed St Ann's Church is the only surviving building of this time. The remaining buildings are later replacements that continue to enclose the square in a satisfactory and coherent manner, constructed in various styles over a long period and creating a rich tapestry of built form.

Each new building has been designed with due regard for the existing buildings and together they create an imposing street wall. This is also true of other areas of the conservation including King Street, which has a rich variety of buildings due to the renewal and repair of individual properties over a long time period. John Dalton Street however has been subject to more radical development and few of the buildings now have the narrow frontage that characterises the remainder of the conservation area.

Encouragement of variety will help to maintain the character of the area. Where buildings need to be replaced, high quality modern designs, taking cues from the remaining buildings are promoted. Building proposals should be designed to enhance the existing quality of the built environment.

Albert Square Conservation Area Declaration

The Albert Square Conservation Area is bounded by Princess Street, Cooper Street, Kennedy Street, Clarence Street, Bow Lane, Tib Lane, Cross Street, John Dalton Street, Deansgate, Lloyd Street, Jackson's Row, Central Street, Manchester Central Library and Manchester Town Hall Extension.

It contains many listed buildings, including the Grade I Listed Town Hall, but also contains a number of more recent buildings such as Heron House. There is much variety in the building materials used in Albert Square. Generally, buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall.

The principal characteristic of the conservation area is the view looking east along Brazennose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side.

A large amount of the Conservation Area in particular around the Town Hall and on Brazennose Street is pedestrianised.

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 Albert Square area and its use in new developments will therefore be encouraged.

Designers should respect the architectural character of the existing historic buildings and create proposals which harmonise with them. This does not mean producing pastiche or a copy of an old building, since each building should have a vitality of its own and reflect the period in which it is built.

Deansgate Conservation Area Declaration

Deansgate Conservation Area includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street. The area is situated on ground, which is mostly flat, although there is a gentle slope down Peter Street in a westerly direction towards the river.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. Acute and oblique angles affect the plan form of buildings; since land in the city centre is at a premium, buildings totally cover their site and as a result more interesting buildings occur, many with corner entrances which are typical of Manchester.

Generally, buildings in the area display the Manchester characteristic of a tri-partite subdivision of the elevations, consisting of an over-large ground floor, a less highly modelled middle section and a varied top level seen against the sky.

Buildings on Peter Street, Quay Street and part of Deansgate are of different ages and styles but retain a positive relationship with one another. Where redevelopment proposals are put forward, the City Council will seek designs which are consistent with the character of surrounding buildings.

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

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.

Regeneration

Regeneration is an important planning consideration as the City Centre is the primary economic driver of the region and is crucial to longer term economic success. There has been some regeneration in and around Parsonage Gardens over the past 20 years through private and public sector investment with the refurbishment of Arkwright House.

More recently, permission has been granted for the refurbishment and extension of Kendals, the construction of a 19-storey building at Alberton House and the construction of a mixed-use building of between 34 and 45 storeys on the Albert Bridge House site. The development would contribute to the area's transformation and regeneration.

There is a high demand for commercial space in the City Centre and demands for workspace are changing. This includes a greater focus on communal and amenity spaces, health and wellbeing and sustainability. There are office schemes offering over 10,000 sq. ft floor plates with good sustainability credentials but there is a gap in the market for smaller occupiers who want the same sustainability credentials.

The proposal would help meet this identified demand, offering greater flexibility on floor plate sizes with enhanced sustainability. It offers tenants the opportunity to move to different spaces in the building if their business grows.

The St Mary's Parsonage SRF identifies this as a prime location, close the River Irwell, heritage assets and Parsonage Gardens. However, the area does not maximise its potential. Development has occurred on a piecemeal basis and has not addressed the constraints and issues that affect the whole area. It proposes a commercially led mixed use neighbourhood, with high quality public space and leisure and retail facilities which create a vibrant destination. It will be a place where people live, work, relax, socialise.

The site contains historic buildings that have been changed and altered. The proposal would address these issues, restore the retained part of the listed building, and provide a positive use that benefits the surrounding area. The ground level activity and improved connectivity would integrate the proposal into the urban grain and enhance its contribution to Motor Square. The improvements would create a more vibrant and safer pedestrian environment and improve the impression of the area for visitors.

The development would deliver significant economic and social benefits. It would create 250 FTE jobs over the 2.5-year build period and a further 80 indirect and induced FTE jobs, equivalent to an average of 135 FTEs. Total net GVA from construction would generate around £25 million in the local economy through the direct, indirect and induced impacts. A condition for a local labour agreement should ensure that the full benefits of the proposal are realised.

Once occupied, the employment space could support 410 FTE jobs, generating a GVA contribution of £35.8m each year, wages of £13.1m and contribute £2.7m of national insurance and income tax.

The scheme would deliver additional business rates of £6.6m every ten years. There would be a range of jobs, including highly skilled roles, graduate-relevant opportunities, and entry-level roles helping to drive economic growth and productivity and deliver inclusive growth.

The proposal would use the site efficiently and effectively in line with Paragraph 119, 120(d) and 124 of the NPPF. It would deliver modern commercial space for which there is known demand. It would be close to major transport hubs and promote sustainable economic growth. It would complement and build upon the City Council's current and planned regeneration initiatives

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

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 197 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

- The positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 189 states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations

Paragraph 199 advises that when considering the impact of a proposed development 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 200 advises that any harm to or loss of a designated heritage asset requires clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 202 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 securing its optimum viable use.

Impact on the Grade II Listed former Carriage Works Complex

The listed complex at 31-33 King Street West includes a carriage works on Garden Lane, warehouse at 3 Smithy Lane and a showroom 31-33 King Street West known as Reedham House. They are listed as a complex under one listing. It also includes a non-listed building at 27-29 King Street West and a bridge link between the buildings and to an adjacent building.

27-29 and 31-33 King Street West would be demolished meaning part of the listed complex would be lost. 27-29 King Street West doesn't make a positive contribution to the Conservation Area, is not listed and its loss would not cause harm to any of the heritage assets affected.

Reedham House has some historic and architectural interest in its own right and is part of the listed complex. Its loss could have a detrimental effect on the retained buildings and would affect the significance of the listed complex. The extent of this harm and the public benefit of the scheme therefore needs to be carefully assessed.

The complex provides evidence for the spread of small-scale industry across Manchester, and an insight into the form and functioning of carriage works nationally. Reedham House contributes to understanding of the history and evolution of the area. The proposed 14 storey building could affect the legibility of the rest of the former carriage works complex.



Image b) The refurbished Warehouse at 3 Smithy Lane

Reedham House is historically part of the whole complex and was constructed in 1849. However, it has been in separate occupation and activity since the late 1870s. It is understood that after 1870 it was used as a brass works, leather goods factory and tea & coffee warehouse.

It was totally rebuilt behind its remodelled façade in 1926. Much of the fabric was subsequently damaged and repaired in the post-war period. Some more modern reconstruction has affected the rear elevation.

Reedham House has been changed extensively and almost nothing remains of the pre-1926 structure. Floor levels, window openings and other items were changed in 1926 and subsequent refurbishments have further altered the interior and exterior. The extent to which the original use of this part of the listed building complex operated cannot now be readily understood.

The interior is not original and is void of features. The elevations have been altered extensively and a majority of the windows and brickwork and stonework of the upper levels are the only remaining historic features (1926 or earlier). Windows were repositioned in 1926 when the height of the building was increased so are no longer in their original openings. The basement fabric appears historic. The shop fronts are modern and are not in keeping with the character of the listed building and have a detrimental impact.

The rear of Reedham House faces an internal courtyard and has been recently substantially rebuilt at ground floor level. It is in poor condition with several large air-conditioning units, UPVC windows, plastic rainwater goods and solid externally mounted roller shutters.

All courtyard elevations have suffered from previous works that adversely affect the listed complex with blocked up windows, concrete fire escape stairs that obscure

historic cobbles and paving, cobbles lost or covered and UPVC windows and doors. Many features are lost, damaged or obscured. A non-original bridge interrupts the arched underpass entrance into the courtyard.

All buildings are almost entirely inaccessible for disabled people and the lift in Reedham House does not access all floors. There are internal level changes on most floors.



Photo q) The existing inaccessible lift at Reedham House

A poor-quality brickwork extension on St Mary's Parsonage obscures original fabric and features.

The interior of all buildings in the listed complex have suffered from inappropriate works that obscure almost all historic fabric including walls, floors, and ceilings. However, the carriage works, and warehouse and the courtyard between the buildings retain original and historic features and features that can be reinstated and repaired. All retained buildings have also been neglected and would require reuse and restoration. The proposals include the full restoration of these retained buildings, works that would greatly improve the appearance and condition of the courtyard and increase usability by providing disabled access.

An options appraisal has assessed the retention of Reedham House, including retaining its façade. Retaining and extending Reedham House at roof level with an extension to the side would require alterations and demolition to the original fabric of the carriage works, would obscure original fabric, and would result in a larger more prominent extension.

Retaining the façade of Reedham House but demolishing the interior would result in a much bulkier extension and could require alterations to window proportions to ensure level access between buildings further changing the appearance of the retained elevation. None of the five alternative options assessed met all of the objectives for the development as none were considered to be viable or of appropriate scale and form and quality.



Image c) The refurbished carriage works on Garden Lane including the reinstated archway entrance

The proposals would cause a high level of less than substantial harm to the Grade II Listed complex as a building within the complex would be lost. The building that would be lost, although part of the original complex as a showroom, has been altered significantly and its loss would allow the restoration and reuse of the retained buildings of the complex.

The impact of the proposal on the setting of surrounding listed buildings and the Parsonage Gardens and Deansgate Conservation Areas would also be at the higher end of less than substantial and the impact on the St Anns Square and Albert Square Conservation Areas would be minimal.

There are no World Heritage Sites nearby. 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 to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it.



Image d) The proposals for the interior of the retained buildings

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 paragraphs 189, 197, 199 and 202.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (paragraphs 201-202).

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial 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 be justified.

Paragraph 202 requires this to be weighed against the public benefits including, where appropriate, securing its optimum viable use. Where a proposal would have an adverse impact on the historic environment the harm must be outweighed by the public benefits brought by the scheme.

Paragraph 20 of the NPPF Planning Practice Guidance on the Historic Environment states that public benefits may follow from many developments and could be anything

that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph127).

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

The impact of the proposal has been assessed from a number of agreed viewpoints. Nine were identified as Verified Views, to help to understand the impact of the proposals on the immediate and wider environment around the site.

Each verified view is shown as a baseline condition, followed by an image showing the proposal and a cumulative image with nearby consented and proposed developments.

This Heritage Assessment Townscape and Visual Impact Assessment (TVLA) used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as high, medium, low, negligible or neutral.

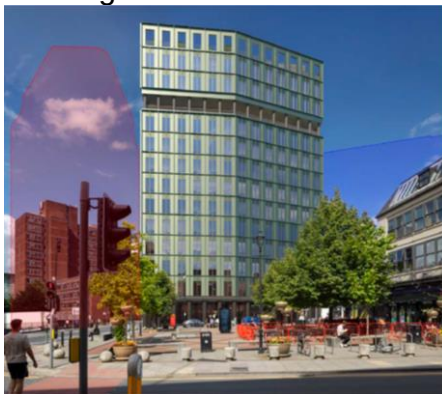
TVLA and Heritage Assessment viewpoint locations

9 views have been provided and analysed to provide a qualitative assessment of the effects of the proposal on heritage assets. Cumulative impacts are shaded in colours with wire lines.

View 1: Looking North from Bridge Street



Existing view



Cumulative view



Proposed view

Baseline – There are a variety of architectural styles and forms, with medium rise buildings (13 storeys) and smaller buildings (2-4 storeys) with open sky views. No building dominates or makes more than a neutral contribution to the Conservation Area. Many around Motor Square were not originally built to surround a public square. Motor Square includes mature trees, and a tree partly obscures Reedham House. Other post-war and modern buildings fill the backdrop, and none are of heritage value.

Townscape Impact -The view would alter substantially with open views of the sky reduced. The proposal would appear more prominent than existing and proposed developments. It would create a landmark building with a large open space in front of it. The chamfered edge reflects the historic bend in the street. The ground floor treatment would provide active street frontages. It would be no taller than the 19 story Alberton House or the 18 storey Albert Bridge House. The colour palette would reflect surrounding buildings. The impact would be Minor Beneficial.

Impacts on Heritage Assets – The loss of Reedham House would be highly noticeable and a much taller element introduced on King Street West. It would be seen as part of the continuing developments of the St Mary's Parsonage SRF area. It would alter the character and appearance of the Parsonage Gardens Conservation Area due to the loss of Reedham House and would have an Adverse impact.

Verified View 2: Looking west along King Street West



Existing view



Cumulative view



Proposed view

Baseline – This is from Southgate along King Street West with the carpark on the right. Albert Bridge House is in the distance. On the left is a red brick 19th century commercial building.

The front elevation of Reedham House is on the right and has more character than the buildings to either side. The townscape is dominated by the car park, with a combination of ages, styles, massing, and form.

Townscape Impacts – The eastern elevation could appear prominently in this view; but would be much less prominent should the Kendals scheme be implemented. The 10th floor terrace would line through with the Kendals building and it would sit in a newly created context.

The proposals would be Minor Beneficial, providing a quality building in keeping with proposed development.

Impact on Heritage Assets – Reedham House would be lost, and the impact of the building would be Neutral as views are limited. The heritage asset on the left would remain the most prominent feature.

View 3: Looking southeast alongside Alberton House



Existing view



Cumulative view



Proposed view

Baseline - This view is dominated by the mature trees to the right and Alberton House to the left with Motor Square and the Grade II listed Masonic Hall visible. The corner of 27-28 King Street West and the carriage works is glimpsed behind the tree on the left in the middle distance.

It looks into the Parsonage Gardens conservation area. Other than Alberton House, building heights are around 3-5 storeys.

Townscape Impacts – The building would be the tallest until Alberton House is implemented. It would provide an active frontage to St Marys Parsonage and Motor Square. It would be in keeping with the aspirations of the St Mary's Parsonage SRF and would be Minor Beneficial due to its quality

Impact on Heritage Assets- the proposal would replace the 1950s extension to the Listed complex and would have a Minor Beneficial impact on the Parsonage Gardens Conservation Area and the Listed Carriage Works and the setting of the Masonic Hall.

Verified View 4: Looking east from Trinity Bridge



Existing View



Cumulative view



Proposed View

Baseline – This view is dominated by the bridge, Alberton House and trees. The proposals would appear smaller than the existing and proposed Alberton House.

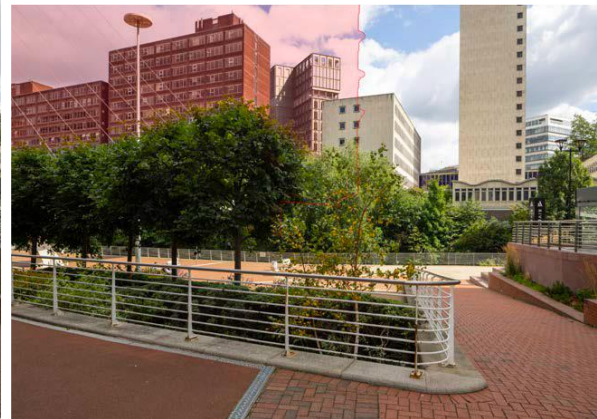
Townscape Impacts- The proposal could be hidden by the Alberton House development but would add interest to this view if visible. The effect would be Moderate Beneficial or Neutral depending on whether it is visible.

Impacts on Heritage Assets- None

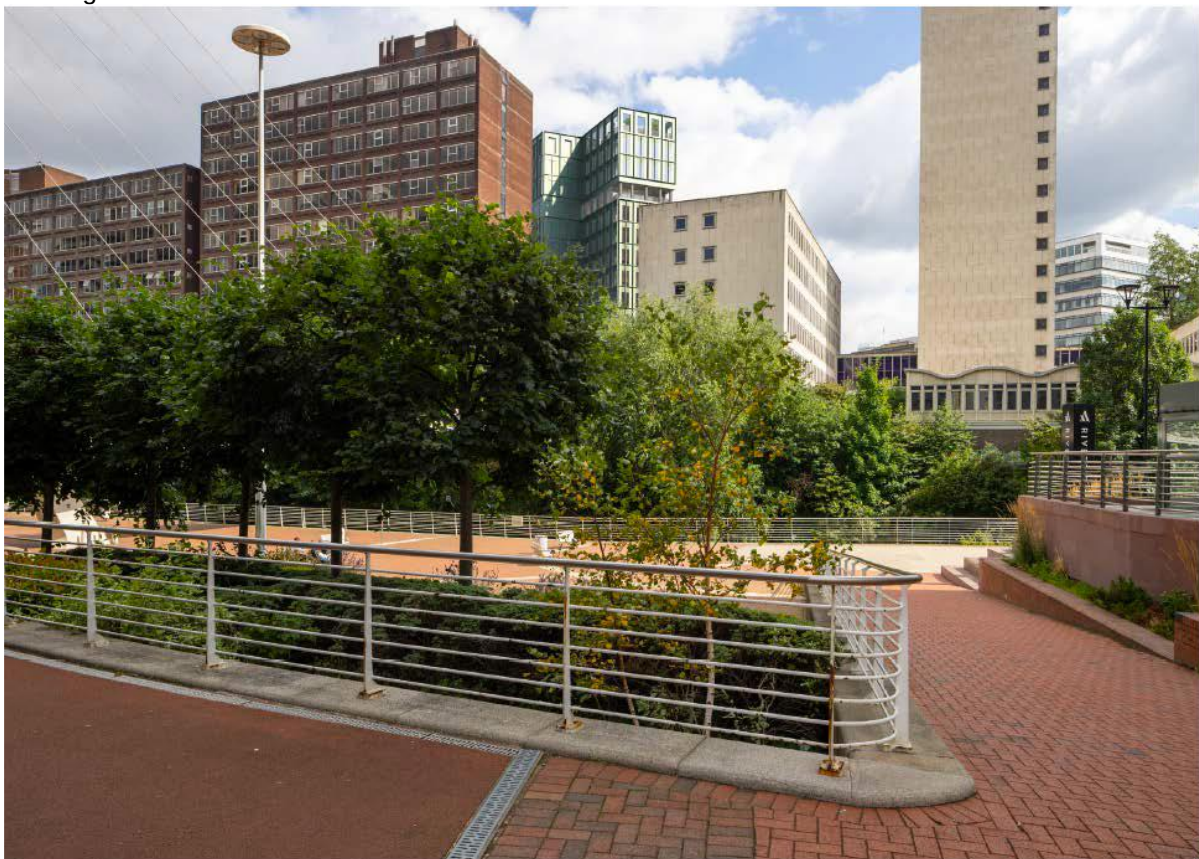
Verified View 5: View looking east from beyond the River Irwell



Existing View



Cumulative View



Proposed View

Baseline - The cables of Trinity Bridge are visible to the left in front of Cardinal House with Alberton House, and Albert Bridge House, all post-war buildings.

Townscape Impacts - The proposal would be in the backdrop in keeping with existing massing and heights and would add a building of high-quality. The redevelopment of

Alberton House would obscure the proposal, but when visible it would make a positive contribution.

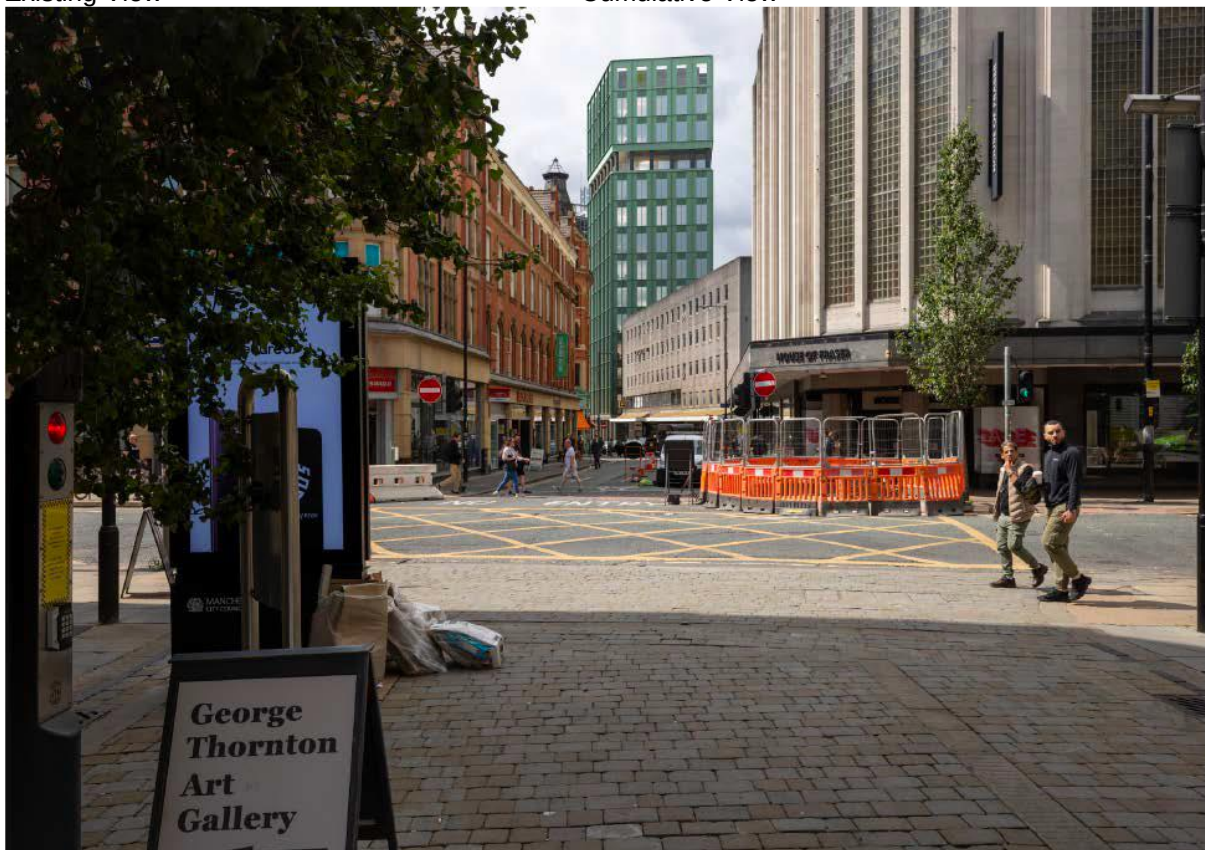
Impact on Heritage Assets - The overall effect would be Moderate Beneficial or Neutral depending on whether it is visible.

Verified View 6: Looking west from King Street



Existing View

Cumulative View



Proposed View

Baseline – The proposal would be visible in the centre, partly concealed by the MSCP.

Townscape Impacts - The proposal would not be out of context with Kendals in the foreground. The 10th floor terrace breaks up the massing. The mass of Kendals helps to minimise its impact and the consented Kendals scheme would largely conceal it.

Impact on Heritage Assets - The listed building would be lost but the impact of the proposal would be a neutral on historic assets and the Conservation area as Reedham House is barely visible. Kendals would remain the most prominent feature.

Verified View 7: Looking south from St Mary's Parsonage



Existing View



Cumulative View



Proposed View

Baseline – The Grade II Listed 3 St Mary's Parsonage is in the foreground and Alberton House and Albert Bridge House are visible.

Townscape Impacts – The proposal would be prominent in the backdrop to the listed building and would change the townscape.

Impact on Heritage Assets – The architectural qualities of the listed building would be readable, and a quality building would be introduced. The setting of the listed building

would be altered. The quality of design and the colours would minimise the impact but there would be an adverse impact on the listed building and conservation area.

View 8: New Bridge Street looking southwest



Existing View



Cumulative View



Proposed View

Existing Baseline – 3 St Mary's Parsonage is in the centre. On the left is a car park and to the right is Alberton House and Albert Bridge House. The setting of the listed buildings contains a variety of styles and massing.

Townscape Impacts – This townscape has old and new buildings and different quality. The listed buildings mean that the quality of townscape is good. The proposal would appear behind two listed buildings and would alter their setting. The materials and tones should help to minimise its impact and ensure the listed buildings remain

prominent. It shows the re-opening of the Garden Lane entrance, the removal of the roller shutter and the improved listed warehouse. The cumulative view demonstrates how the area could change with a new scale.

Impact on Heritage Assets – The improvements to the listed warehouse are visible and the listed buildings would remain prominent, However, the proposal would have an adverse impact.

View 9: Looking south from Parsonage Gardens



Existing View



Cumulative View

Existing Baseline – The Grade II Listed Arkwright House dominates the view and Alberton House can be seen across Parsonage Gardens.

Townscape Impacts – The proposal would not be visible

Impact on Heritage Assets – None.

The proposal could enhance Motor Square and the surrounding townscape and conservation area, providing a landmark building on an open space with active frontages wrapping around the site and improvements to the public realm.

There are instances where the proposal would have a large presence in the backdrop of listed buildings, but this is mitigated in part through its design which aims to ensure that the red brick listed buildings remain prominent.

The proposal would add a building of high quality in the context of conservation areas to an already varied area and would enhance Motor Square.

Public Benefits

The high level of less than substantial harm caused would be outweighed by the following public benefits:

- The development would create 250 full time equivalent jobs over the 2.5-year build period plus and a further 80 indirect and induced FTE jobs, equivalent to an average of 135 FTEs. Total net GVA from the construction phase would generate around £25 million in the local economy through the direct, indirect and induced impact of the construction phase.
- Once fully occupied, the employment space could support 410 FTE jobs, generating a GVA contribution of £35.8m each year, wages of £13.1m and contribute £2.7m of national insurance and income tax. The scheme would deliver additional business rates of £6.6m every ten years.
- The complete restoration and repair of all elevations and roof of the retained elements of the listed building with modern insertions replaced in a manner that complement the character and original features.
- The reinstatement of the Garden Lane entrance to the Carriage Works with a connection through the historic courtyard to the main building reception.
- The existing brickwork would be repointed where necessary.
- The harmful clutter and non-original alterations in the inner courtyard would be removed to expose its original features and restore its architectural detail.
- Internally, all listed structures including existing columns would be retained and sensitively repaired. Modern wall linings would be removed, and the original brickwork revealed and sensitively repaired where needed.
- Modern ceilings would be removed to allow the existing floorboards and supporting structures to be revealed.

- New lighting and services would be exposed and carefully threaded through the existing fabric minimising damage by using existing openings where possible.
- The re-opening of the courtyard as the centre of the complex and reactivating Garden Lane with the re-opening of the entrance on the northern side.
- Restoring the western elevation of the complex with the replacement of the ground floor extension which detracts from the listed complex.
- The improved public realm would provide routes and views through to the Carriage Works and Warehouse.
- A new feature lift and glazed roof would be provided to the courtyard, greatly improving access and enabling the space to be used to extend the reception space. The upper levels of the buildings are not currently accessible by lift.
- The development would introduce a long term economically viable use.
- It would activate Motor Square and surrounding streets.
- The development would support Manchester's Zero Carbon ambitions and deliver a sustainable development
- The office space and the ground floor commercial uses would deliver opportunities and amenities that would benefit local people
- The public realm would improve permeability with new public realm at Garden Lane and Smithy Lane, and improved frontages to St Mary's Parsonage and King Street West / Motor Square and improve the SRF area.
- The applicant is committed to maximising the recruitment of local residents and a Local Labour Agreement would be provided.
- 4,849 sqm of office floorspace would make an important contribution to the pipeline of office floorspace in the City.

It is considered that the benefits of the proposal would outweigh the less than substantial harm caused to the affected heritage asset by the above-described works and are consistent with paragraphs 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement. The benefits of the proposals are described above.

Given the above, the works are considered to be consistent with the above identified policies.

Viability

A viability report has been made publicly available through the Council's public access system and has been independently assessed, on behalf of the Council. It includes an

assessment of whether the development would be viable if the Grade II Listed former carriage showroom at 31-33 King Street West was retained.

Five options were prepared, and two were assessed. Option A included the retention and refurbishment of 31-33 King Street West and Option B included the demolition of 31-33 King Street West.

The conclusion of the independent assessment was that Option A results in a negative profit and would not be viable. Option B results in a profit margin of 9.9% which is slightly below the 15% target. If a yield of 4.75% is adopted, which the applicant has included in their appraisal, it results in a profit margin of 15.88% on Cost. The applicant's conclusions are therefore agreed, and Option B is the only viable option.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 14-storey building is appropriate in this location. This would be a tall building and should be assessed against the relevant policies in the NPPF and Core Strategy that relate to Tall Buildings and the Tall Buildings Guidance of English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location 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. The key issues is its appropriateness and its impact on the setting of the conservation areas and affected listed buildings and non-designated heritage assets which lie within 500m of the site. The design has been discussed with Historic England and Places Matter and public engagement has taken place

Tall buildings can play an important role in shaping perceptions of an area. The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. However, they should relate sensitively to their context and make a positive contribution to a coherent city/streetscape. Sites in the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes. These parameters have informed the SRF's which have promoted regeneration in the City Centre over the past 20 years. Taller buildings should; relate to key nodal points and gateways, key vistas and public spaces, positively contribute to the skyline and deliver significant, high quality public realm to create a high quality, sustainable neighbourhood.

The area has a broad range of building heights and styles representing different architectural eras. There are historic buildings including Kendals, The Freemason's Hall and Arkwright House. Albert Bridge House is a more modern office development. There are large historic former warehouses around Parsonage Gardens and there are lower mainly Victorian buildings around Bridge Street and King Street West, representing remnants of an older denser urban grain. The area is characterised by a mix of building scales and contexts. Parsonage Gardens is surrounded by a diverse range of buildings and styles, but the feels dislocated from more vibrant areas nearby.

The SRF indicates that the site could accommodate taller buildings in high-quality public realm. The works to the retained listed structures would positively contribute towards the character and quality of the Parsonage Gardens Conservation Area and introduce long term viable uses. The tall new build element would not be as tall as the current Albert Bridge House and immediately adjacent would be the approved 14-storey Kendals development. The redevelopment of Alberton House would be 19-storeys.

Part of the listed building complex would be demolished, to enable the retention and restoration of the remainder of the original elements of the complex. Part of the site has been vacant for some time and the structures have been significantly modified, with some features removed and are in a poor condition.

The design parameters in the SRF require tall buildings to respond to the historic environment through a visual impact analysis and assessment and ensure that micro-climatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on safety, comfort, or amenity. The location of the tower would replace the less significant parts of the listed complex, allowing the reopening of the courtyard, allowing the retention and restoration of the oldest and most significant buildings within the complex and by wrapping around to the west at ground floor to create an open, glazed space that would better reveal the listed building behind. Site specific considerations have informed the design including surrounding developments, accessibility and listed buildings and the relationship with existing and future context.



Image e) The proposed development in context with other proposed developments

The Core Strategy requires tall buildings to help to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of an area

without adversely affecting valued townscapes or landscapes or intruding into important views. Parts of the site such as the toilet block on St Mary's Parsonage, the deteriorating condition of the listed buildings and some surrounding streets undermine the quality and character of the townscape and the area lacks coherence.

The proposal would improve the area and use the site efficiently. The interface with the public realm and Motor Square would be improved through landscaping and adjacent clear glazed active ground floor frontages.

The elevations aim to respond to the surrounding context. The base includes a colonnade of circular textured columns, with inset glazing to create active frontages. The glazing would respond to the direction of travel to Trinity Bridge. The façade would be clad in an anodised aluminium rainscreen cladding and extruded fins create depth. The green colour would relate to the reddish/brown brickwork at the Carriage Works and Warehouse. The tone of the concrete lintel aims to set off the existing brickwork, and the anodised metal cladding to the circular columns would have an embossed pattern to tie-in with stonework to the warehouse on Smithy Lane.

The proposal would cause 'less than substantial harm' to the Grade II Listed Carriage works that would be justified by the public benefits of the proposals described above.

Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, materials, and its relationship to other structures.

The proposal would transform the complex. The character of Carriage works, and Warehouse buildings would be restored with concealed features revealed. 31-33 King Street West which is part of the listing would be demolished. However, it is not as significant as the buildings that would be retained and has been altered very significantly.

It would not be viable to refurbish and extend it and its retention would prevent the quality of form of the new build and the full restoration of the retained listed buildings.

The ground floor of the new build has been set back to create a colonnade along King Street West. Street trees would be planted, and rain gardens would enliven Smithy and Garden Lane. St Mary's Parsonage and King Street West would be improved. The building would be a landmark on the Square.

The area contains different forms of architecture, with red brick and buff stone being the main material, mixed with more contemporary buildings in concrete. The green tones of the anodised rainscreen cladding and the earthy pigment of the precast concrete would have a positive relationship with existing buildings.

The building has a clear top, middle and bottom. The base has a colonnade of circular textured columns with clear glazing to create active frontages. Extruded fins would create depth in the façade. The glazing line is set back to respond to the direction of travel to Trinity Bridge. The main body of the facade is clad in the green anodised aluminium rainscreen cladding. The precast concrete lintel to the base wraps around

the ground floor with a tapered wall forming a single storey glass extension which connects to the 1840's Carriage Works.

The fully glazed extension on St Mary's Parsonage would provide an active frontage to the ground floor of the Carriage Works Building, which has no window openings. It would connect to the Grade II listed building via a structural glazed roof light and would be clad in precast concrete.



Image f) The proposed St Mary's Parsonage elevation including the refurbished carriage works

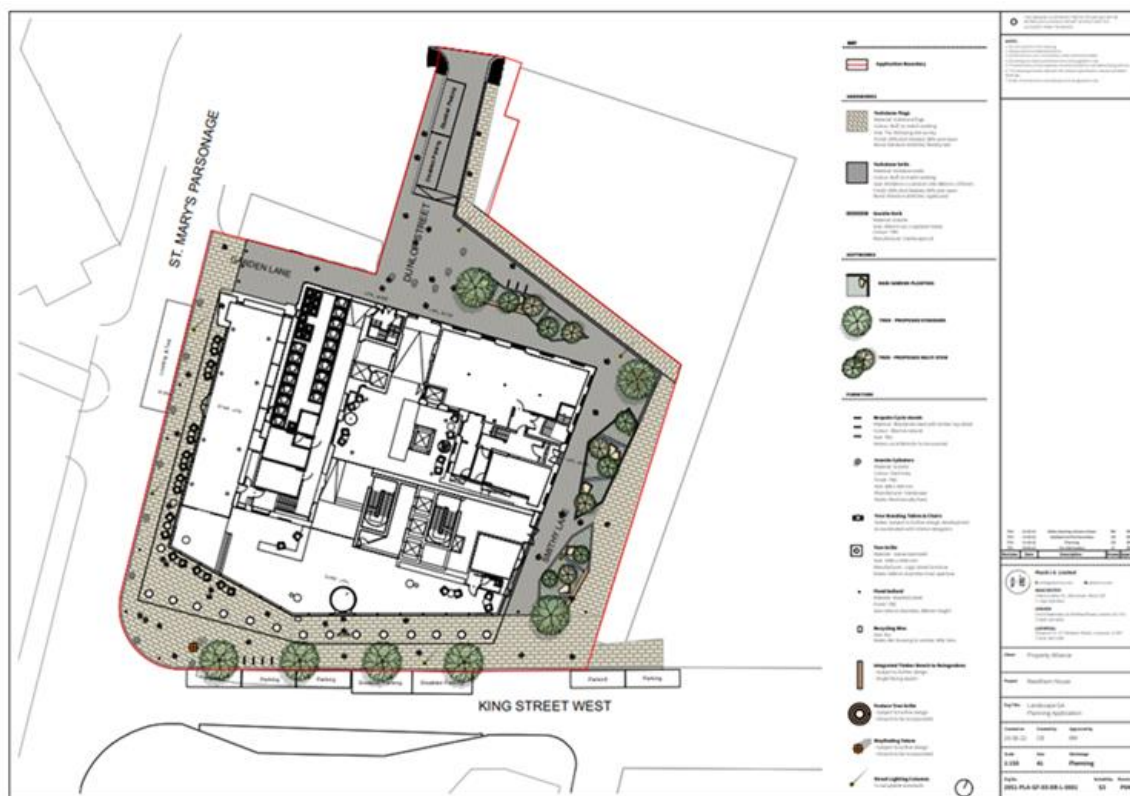
The brickwork of the carriage works would be re-pointed, historic lintels would be cleaned, and PVC windows would be removed and replaced, and roller shutters and other detritus would be removed. The historic Carriage Works entrance would be reinstated, with glazed entrance doors to the archway.

Credibility of the Design

The detailing is well-considered, the materials are high quality materials, with good quality natural light, ventilation and acoustics, active frontages and welcoming entrances and communal spaces including external terraces and public realm at ground level which includes public accessibility and fully accessible buildings.

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

Proposed public realm layout



Site layout including disabled bays to Dunlop Street and public realm improvements around the application site

The Core Strategy requires tall buildings to create an attractive, pedestrian friendly environment. The proposal would secure the successful regeneration of the site and deliver placemaking objectives. There would be wide pavements with natural stone paving to King Street West and St Mary's Parsonage.

The hard and soft landscaping, including trees, would improve biodiversity. Four street trees incorporating SUD activated tree pits, would be planted on King Street West.

The tree planting on King Street West and within the rain gardens on Smithy Lane and Garden Lane would offer shade and reduce the effects of urban heat island and the permeable surfaces would contribute to a sustainable drainage strategy. Pedestrian routes would be clearly defined and well lit.

The design would promote health & wellbeing and be suitable for all due to the level access throughout the site, the areas of shade, the provision of lighting and a variety of seating. The final details would be agreed by condition.

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

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and HE guidance as well as the Core Strategy policy on Tall Buildings.

Relationship to Transport Infrastructure and cycle parking provision

This is a sustainable location close to free bus, bus, tram, and train. There are multi storey car parks within 600m, and leaseholds can be arranged for contract spaces. The nearest City Car Club bay is within 50m on St Mary's Parsonage. No parking spaces are proposed, but there are 4 existing on street disabled parking spaces in close proximity to the application site (2 on Dunlop Street and 2 on King Street West) and would be retained as part of the proposal. A Travel Plan would make occupiers aware of sustainable options. The Transport Statement concludes that the overall impact on the local transport network would be minimal.

92 secure cycle parking spaces would be provided in the basement of the buildings and would be accessed off Garden Lane and Smithy Lane. Drop off, servicing and loading would be from a dedicated loading bay on St Mary's Parsonage.

Sustainability / Climate Change: 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 responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Environmental Standards assessment of physical, environmental, social, and economic effects in relation to sustainability objectives sets out measures that could be incorporated across the lifecycle of the development 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 line with the Energy Hierarchy to improve the efficiency of the fabric and use passive servicing methods.

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. The proposals would achieve and exceed the 15% reduction with a 39.24% betterment over the current Part L.

The proposals would comply with Part L 2013, would achieve an Energy Performance Certificate ("EPC") Target A rating of A15 and would have a Building Emission Rate of 2.09 kgCO2/m2/year (against a target of 3.44 kgCO2/m2/year) and a Building Primary Energy Rate of 22.47 kWh/m2/year (against a target of 36.73 kWh/m2/year), achieve BREEAM 'Very Good' and NABERS UK 5 stars.

47.1% of all energy use would be provided by renewables as follows:

Photovoltaics - 35.34%

Air Source Heat Pumps - Heating - 8.46% and Domestic Hot Water - 3.29%

The new build would follow the principles of the Energy Hierarchy with enhanced fabric parameters to limit heat losses: External Walls – New fabric 0.15 Watts-per-metre-square-kelvin (W/m2K); Existing fabric 1.70 W/m2K; Ground/ Exposed Floors – New fabric 0.12 W/m2K; Existing Fabric 1.00 W/m2K; Windows – New fabric 1.20 W/m2K | 0.35 grams; Existing fabric 5.70 W/m2K; Doors – New fabric 0.50 W/m2K. Existing fabric 2.00 W/m2K; Air Permeability – New fabric 3.00 m3/hr/m2 @ 50 Pascals; and, Existing fabric 25 m3/hr/m2 @ 50 Pascals

The lighting and controls would be energy efficient and would incorporate Air Source heat pumps and Solar Photo Voltaic units to offset a portion of the outstanding energy consumption.

Building Location and Operation of Development and Climate Change Adaptation and Mitigation

Features that would contribute to achieving overall sustainability objectives would include that this is a highly sustainable location; recycling facilities would divert material from landfill and SuDs would be installed in the public realm to help to mitigate flood risk.

A net zero carbon-built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving.

To reduce the Whole life Embodied emissions, the emphasis is on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic, and improving vehicle efficiency. Further consideration should be given to embodied carbon benchmarking relating to Circular Economy principles. This would be detailed further at the next design stage.

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

Whole Life Embodied emissions includes embodied carbon emissions related to demolition, materials and construction process throughout the lifespan of the building, including upfront emissions during constructions, construction transport, replacements/repairs during the operational phase and end-of-life.

During operation transport, mitigation is focused on active travel and encouraging the use of public transport through measures in the Travel Plan. To mitigate against operational energy emissions, the focus has been on improving the energy efficiency of buildings using a fabric first design approach and providing an all-electric development.

It is estimated that the whole-life embodied carbon emissions of the proposal would comply with the RIBA 2025 Climate Challenge The annual energy consumption complies with the RIBA 2025 Climate Challenge target With mitigation for the operational phase, the residual impacts would be minor.

Effect on the Local Environment/ Amenity

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

Construction

Effects would vary throughout the demolition and construction phase and the effects would be less in the completed scheme.

Operational Effects

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 used specialist software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). 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, acknowledging that locational circumstances need to be considered, 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.

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 daylight and sunlight at 65 Bridge Street could be affected. Other homes have been scoped out due to their distance and orientation from the site. The latest planning permission on the Council's website in relation to room layouts has informed the analysis. The Sunlight and Daylight Assessment has set out the current site condition VSC levels (including impacts from adjacent approved schemes) and how the proposal would perform against the BRE VSC targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment, namely 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. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

As VSC does not consider window size, the guidance states that internal daylight distribution is also measured. This 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. Any reduction below this would be noticeable. NSL assess daylight in 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 separation distances. As such, the adoption of the 'standard target values' is not the norm in a City Centre and the 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 and 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 Guide should be applied to all main living rooms which have a window which faces 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. Sunlight 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 be able to notice a reduction of this magnitude. This only applies 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 inadequately lit, but there is a greater chance that it would be more apparent. 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 acceptable. 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 Target. (BRE Target within the Environmental Statement). The impacts of the development in this context are set out below.

Baseline

All impacts have been assessed against a baseline of the current site condition with any adjacent approved schemes taken into account. No consented schemes could be affected, and none have been included in the assessment (cumulative impacts). The impact on 65 Bridge Street have been assessed as follows:

Daylight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

10 windows have been appraised to 6 rooms. In the baseline condition none achieve VSC target, because of their proximity to adjacent buildings.

6 windows would achieve a VSC that is of at least 0.8x the baseline VSC. 4 windows to 3 second floor rooms (1 LKD; 2 bedrooms) would achieve VSC values of between 14% and 16%. Whilst this is less than the BRE's aspiration target, the impact of the proposal on daylight is appropriate and balanced for the following reasons:

These impacts need to be considered in the context of the following:

- The City Centre location, emerging height and density anticipated in the locality
- None of the rooms affected achieve the BRE's VSC target in the baseline condition
- All rooms served by these windows would pass the BRE's NSL test with negligible reductions in the internal distribution of skylight.
- One room is also served by a south facing window that would not be impacted.
- All four windows would retain VSC values of between 0.74x and 0.79x baseline values. The BRE consider a reduction in VSC to 0.8x baseline figures unlikely to be noticed by room occupants.
- 0.74x is likely to be indistinguishable from the 0.8x target.

All 6 rooms appraised would pass the BRE's NSL test, experiencing no more than a negligible reduction in distribution of skylight.

Sunlight Impacts

65 Bridge Street is located to the south and its site-facing windows face north so do not receive direct sunlight over the site. The proposal would have no impact.

Overshadowing and Privacy

Motor Square is to the south of the site and receives no direct sunlight over the site.

Wind

Changes to wind can impact on how comfortable and safe the public realm is. Any changes that cannot be designed out should be minimised by mitigation. A Wind Microclimate report focused on the impact on people using the site and surrounding area. This has been assessed based on the meteorological data for the area, a terrain assessment and extensive experience of wind flow in the urban environment. The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to wind. The assessment excludes landscaping to provide a worst case (i.e., windiest) scenario. Potential impacts are considered on amenity spaces at and in the site including areas immediately outside any building entrances, thoroughfares around the building, ground level and upper-level terrace amenity.

Baseline

The site contains 3 and 4 storey buildings, shorter than those to the south. Therefore, stronger, higher-level winds would pass over the site without being brought down to ground level, resulting in relatively calm conditions. Standing wind conditions would be expected nearby with calmer sitting use wind conditions to the north and east. Strong winds are not expected to occur currently.

Proposals

Taller developments to the south (i.e., 1 Spinningfields, 3 Hardman Street, Sunlight House) would continue to provide shelter from stronger, higher-level winds and conditions are expected to be mostly suitable for the intended uses. However, it would be expected that amenity areas at ground level and upper-level terraces would be windier than desired in summer and strong wind could occur with the potential for safety concerns to more vulnerable pedestrians at upper-level amenity areas. Therefore, the following mitigation measures would be provided:

Ground level:

- 4no. trees at least 4m tall on King Street West.

Upper-Level Terrace at levels 10 and 13:

- 1.5m tall solid or 50% porous balustrade surrounding terraces.

Construction phase impacts would be negligible. Following completion and with mitigation in place, conditions would be suitable for their intended use. The final details of this can be secured by a condition.

Air quality

An air quality assessment (AQA) has considered whether air quality would change during the construction and operational phases. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of surrounding roads. Roads which may be used for construction traffic and post development are in the AQMA. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution in this sensitive area.

The site was previously developed and is close to homes. There are homes, businesses, and recreational areas (Parsonage Gardens and Motor Square) which could be affected by construction traffic and that associated with the completed development.

The potential effects during construction of dust and particulate emissions from site activities and materials movement has been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance 2014. The assessment of potential air quality impacts from the completed scheme has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µg/m³ (PM₁₀) and less than 2.5 µg/m³ (PM_{2.5}). Various scenarios were tested to assess both the construction and operational impacts on air quality including construction and when the entire development is complete.

The main contributors to air quality would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant, and earthworks. Nearby homes could experience impacts from dust from construction. There would be emissions from construction traffic entering the site. There are also likely to be cumulative impacts from other nearby developments which are under construction at the same time. Detailed dispersion modelling has determined whether the site is suitable for the proposal due to its roadside location in an AQMA. Good on-site practices would ensure dust and air quality impacts are not significant and should remain in place during the construction period and should be included in a condition. Subject to compliance with this condition the impacts are considered to be negligible.

The operation the impact of the development would be 'negligible' and the following mitigation measures are included in the scheme:

The development would not contravene The City Council's Air Quality Action Plan or render any of the measures unworkable.

It would extend the street canyon on King Street West but is surrounded by narrow rectilinear streets and due to this the effects are negligible.

The location of the proposal would encourage sustainable behaviours such as active travel and public transport.

Fumes would be extracted at roof level.

The energy strategy would be all electric.

The development is car free. 92 cycle spaces are proposed.

A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use.

Noise and Vibration

A report concludes that internal noise levels would be acceptable subject to appropriate acoustic design and mitigation. The mitigation measures required for any externally mounted plant and ventilation should be a condition.

Delivery and service vehicles would be restricted to daytime hours to mitigate any impact on residential accommodation. During the operational phase the proposal would not produce noise levels or vibration that would be significant.

The applicant and their contractors would work and engage with the local authority and local communities to seek to mitigate any impacts and minimise disruption.

The potential noise impact in external areas would be negligible with mitigation in the form of noise management in place which would be controlled by a condition.

Cumulative impacts would be negligible with mitigation in place.

Telecommunications (TV and Radio reception and Broadband provision)

It is recommended that any reported television or radio interference during the construction phase and following completion should be investigated by means of a reception measurement taken prior to construction, within 6 months of the commencement of construction works and at post-construction stage. Should there be any impact a series of mitigation measures would be identified which could be controlled by a condition.

Crime and Disorder - The increased footfall, additional residents and improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues - **GMAAS** believe that there could be below ground remains. The site should be subject to intrusive archaeological investigation in advance of development with an initial phase of evaluation trenching, followed, if necessary, by open-area excavation and recording. This investigation can be secured through a condition granted.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) /
Climate change adaptation and mitigation from Green Infrastructure

The site is currently occupied by buildings and hardstanding and contains no statutory nature conservation sites. The habitats and plant species recorded at the site are widespread and common throughout the UK and Greater Manchester.

The baseline habitat survey identified a single small non-native street tree in poor condition at the site on St Mary's Parsonage which would be lost. Using the Urban Tree Helper within Metric 3.1, this urban tree was estimated to have a value of 0.02 biodiversity units. The remainder of the site was classified as hardstanding or building and, therefore, had no allocated biodiversity units. The site was not considered to be of strategic importance for biodiversity.

The Site does provide bat roosts, and a licence would be required from Natural England. Details of the measures to provide replacement bat roosting features have been submitted as part of the application. The proposed and retained buildings could support roosting bats. It is possible that birds would nest in/on the buildings and trees therefore an informative should be applied to the application to make the applicant aware of the requirements in relation to breeding birds.

The proposal would provide green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report. The scheme would provide a Biodiversity Net Gain of +22 biodiversity units. This net gain leads to a very large percentage increase (much greater than +100%) due to the very small amount of habitat currently present on site.

The rain garden would contain pollinator-friendly plant species including grasses and herbaceous species. The design of the public realm aims to mitigate impacts on climate change and improve biodiversity. Soft landscaping can provide climate change benefits in its own right: carbon sequestration (CO2 offsetting) from the planting of new trees, a net 17no. addition. Planting and provision of public amenity space would support the Sustainable Drainage Systems (SuDS). The trees would increase shade and evapotranspiration from the trees and planting would mitigate the urban heat island effect.

Waste and Recycling –

Office

There would be a dedicated refuse store in the carriage works accessed via Garden Lane. It would be mechanically ventilated with louvres. The total weekly volume is divided by percentage into the following waste streams: General refuse = 30% = 6435 L = 6no. x 1100L Euro bins; Pulpable refuse = 50% = 10725 L = 10no. x 1100L Eurobins; Co-mingled Refuse = 15% = 3218 L = 3no. x 1100L Eurobins ; and Organic = 5% = 1073 L = 1 no. x 1100L Eurobins

Retail

Additional provisions have been allowed for in the Refuse store. The refuse generated by the retail units should be collected daily. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments based a twice weekly collection. Staff would arrange for the daily refuse collections and the collection company would retrieve the bins from the store and return them to the store immediately after collection.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) - The site is in Flood zone 1 and is low risk site for flooding. A range of flood risk mitigation measures have been proposed including raising ground levels to fall away buildings and new drainage to reduce the risk of flooding from surface water and sewer. Due to the risk of groundwater flooding, any proposed basements would be required to provide the necessary degree of watertightness.

The hierarchy of drainage options has been considered in line with local and national policy. A connection to the public combined sewer in Garden Lane, north of the site is being considered, to retain the site's existing method of disposal. The existing drainage catchments have been identified and existing peak runoff rates calculated using the Modified Rational Method.

Contaminated Land Issues – A Phase 2 Ground Investigation has been prepared based on desktop / published sources and on-site sampling. Contaminants have been identified and remediation measures would be a condition.

Disabled access – The building and public realm is inclusive regardless of disability, age, or gender. The main pedestrian access is off King Street West. The proposal would provide fully accessible entrances from street level with automated doors. The design and layout would be inclusive. Passenger lifts in the courtyard provide full access.

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

Airport Safeguarding - Given the scale of the development, the potential impacts on aerodrome safeguarding has been assessed. Aerodrome safeguarding have found no conflict with any safeguarding criteria.

Construction Management – The site is in an air quality management area and air quality measures are required. Dust suppression, minimising piling, and use of screenings to cover materials would minimise the impact on residents. With appropriate management measures in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Socio- Economic Impacts / Human Health

The development would create 135 full time equivalent (FTE) jobs over the 2.5-year build period plus jobs connected to additional supply chain expenditure. Total GVA from construction would be around £25 million in Manchester. A local labour

agreement would fully realise the benefits of the proposal. Around 24 jobs would be supported on site on completion. This would create an estimated £1.12 million in GVA. These impacts would have a minor to moderate beneficial impact. Local expenditure would also increase during the construction phase.

The employment space could support up to 410 FTE jobs. Their expenditure should have a positive economic impact and help to sustain the viability of local services and facilities. On completion the proposal would generate a net GVA of £35.8 million per annum, wages of £13.1 million for the Manchester economy and contribute £2.7 million of national insurance and income tax. It would deliver business rates of £6.6m every ten years.

The construction and the use of the completed development would create a range of jobs including highly skilled roles, graduate roles and entry level jobs including jobs for local people helping to drive economic growth and productivity and supporting inclusive growth objectives.

No significant adverse socio-economic are expected during the Operational Phase and therefore no specific mitigation is required.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Promote regeneration in other areas of the City Centre and beyond.
- Not harm the natural environment and reduce carbon emissions through design.
- The local labour agreement would provide job opportunities for local people.
- Create jobs.
- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from occupiers.
- Improve linkages between areas of the City Centre.
- Provide access to services and facilities via sustainable transport.
- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there would not be any adverse contamination impacts.
- Not have a detrimental impact on protected species.
- Regenerate previously developed land with limited ecological value in a highly efficient manner.

- Through the public realm and Class E use bring a new place for people to gather in which to relax, socialise and enjoy.

Response to Objectors Comments

The response to the objections received is included in the heritage related parts of this report.

CONCLUSION

The proposal conforms to the development plan taken as a whole and there are no material considerations which would indicate otherwise. All material considerations have been addressed above.

The proposal would create a range of jobs through construction and in operation including highly skilled roles, graduate roles and entry level jobs including jobs for local people helping to drive economic growth and productivity and supporting inclusive growth objectives.

Significant concerns have been raised by Historic England and Save Britain's Heritage about the loss of part of the Grade II complex. The proposals cause a high level of less than substantial harm but 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 adjacent listed buildings and preserving or enhancing the character of the adjacent conservation areas as required by virtue of the Listed Buildings Act, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 200 and 202 of the NPPF and that the harm is outweighed by the benefits of the development.

The building would be tall in its current context, but this would change significantly if proposals for larger buildings at Kendals, Alberton House and Albert Bridge House are developed. The design aims to minimise the impact on the surrounding heritage assets and the harm would be mitigated and would not amount to a reason to refuse this planning application.

The regeneration of the site would be beneficial, and the building would be highly sustainable. It would be energy efficient offering long terms solution to energy supply and carbon reductions. Public realm improvements would promote pedestrian and cycle movements. There would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, solar glare, contamination or loss of daylight and sunlight.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 requirement to notify
the Secretary of State of application referenced
135029/LO/2022**

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 applications. This has included ongoing discussions regarding changes to the proposals and the need for more information and has included extensive pre application advice. This has resulted in an acceptable development.

**Application referenced 135028/FO/2022 - Condition(s) to be attached to
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:

The site location plan referenced 107_B1_00_0000 received by the City Council as Local Planning authority on 23 September 2022

The drawings referenced:

107 B1_05_2200
107 B1_05_2201
2951-PLA-GF-XX-DR-L-0001
2951-PLA-GF-XX-DR-L-2002

received by the City Council as local planning authority on 23 September 2022

2951-PLA-GF-XX-SK-L-2004 Rev P01

received by the City Council as local planning authority on 30 November 2022

107_B1_02_0099 Rev A
107 B1_02_0100 Rev B
107 B1_02_0101 Rev A
107 B1_02_0102 Rev A
107 B1_02_0103 Rev A
107 B1_02_0104 Rev A
107 B1_04_2200 Rev A
107 B1_04_2201 Rev A
107 B1_04_2202 Rev B
107 B1_04_2204 Rev B
107 B1_04_2205 Rev B
107 B1_04_2206 Rev B
107 B1_04_2210 Rev A
107 B1_04_2211 Rev B
107 B1_10_4201 Rev A
107 B1_10_4202 Rev A
107 B1_10_4203 Rev A

received by the City Council as local planning authority on 17 April 2023

2951-PLA-GF-XX-DR-L-0001 Rev P04

received by the City Council as local planning authority on 24 May 2023

107 B1_02_2201 Rev C
107 B1_02_2202 Rev B
107 B1_02_2203 Rev B

received by the City Council as local planning authority on 13 June 2023

107 B1_02_2204 Rev A
107 B1_02_2210 Rev A
107 B1_02_2211 Rev A
107 B1_02_2213 Rev A
107 B1_02_2214 Rev B
107 B1_04_2203 Rev C

received by the City Council as local planning authority on 20 June 2023

107 B1_04_2207 Rev C
107 B1_02_2199 Rev C
107 B1_02_2200 Rev F

received by the City Council as local planning authority on 22 June 2023

The Condition Report and Repair Schedule prepared by stephenson, hamillton, risely
STUDIO received by the City Council as local planning authority on 13 June 2023
The letter from Penny Anderson Associates Ltd Consultant Ecologists dated 15
November 2022 received by the City Council as local planning authority on 15
November 2022

The Bins Provision Calculation received by the City Council as local planning authority on 24 November 2022

The Flood Risk Assessment and Outline Drainage Strategy (Rev P03) prepared by WSP received by the City Council as local planning authority on 21 November 2022

The BREEAM Pre-assessment for the Refurbishment of the Carriage Works Rev B prepared by Turley Sustainability received by the City Council as local planning authority on 17 April 2023

The BREEAM Pre-assessment for the New Construction V6 Rev B prepared by Turley Sustainability received by the City Council as local planning authority on 17 April 2023

The Design and Access Statement prepared by John Matthews Architects received by the City Council as Local Planning authority on 23 September 2022

The Air Quality Assessment prepared by Redmore Environmental received by the City Council as Local Planning authority on 23 September 2022

The Archaeological Desk-Based Assessment prepared by the University of Salford received by the City Council as Local Planning authority on 23 September 2022

The letter from Penny Anderson Associates Ltd Consultant Ecologists dated 9 September 2022 received by the City Council as Local Planning authority on 23 September 2022

The Construction Management Plan and Outline Method Statement prepared by Property Alliance Group Ltd

received by the City Council as Local Planning authority on 23 September 2022

The Crime Impact Statement prepared by Greater Manchester Police Design for Security received by the City Council as Local Planning authority on 23 September 2022

The Daylight and Sunlight Amenity Impact Assessment Report prepared by Grayscanlanhill Chartered Building Surveyors received by the City Council as Local Planning authority on 23 September 2022

The Energy and Environmental Standards Statement prepared by CWC received by the City Council as Local Planning authority on 23 September 2022

The Local Labour Agreement received by the City Council as Local Planning authority on 23 September 2022

The Pedestrian Level Wind Desk-Based Assessment prepared by RDWI received by the City Council as Local Planning authority on 23 September 2022

The Planning Statement prepared by Euan Kellie Property Solutions received by the City Council as Local Planning authority on 23 September 2022

The Statement of Community Involvement prepared by Counter Context Ltd received by the City Council as Local Planning authority on 23 September 2022

The Planning Report - Ventilation Strategy prepared by CWC received by the City Council as Local Planning authority on 23 September 2022

The Noise Survey and Plant Noise Egress Limits prepared by Sandy Brown Consultants in Acoustics; Noise & Vibration received by the City Council as Local Planning authority on 23 September 2022

The Extended Phase 1 Habitat Survey, Building Inspection for Bats and Bat Activity Surveys prepared by Penny Anderson Associates Ltd Consultant Ecologists dated 9 September 2022 received by the City Council as Local Planning authority on 23 September 2022

The Phase I Geoenvironmental Site Assessment prepared by e3p received by the City Council as Local Planning authority on 23 September 2022

The Heritage Asset Statement prepared by Jon Matthews Architects received by the City Council as Local Planning authority on 17 October 2022

The Transport Statement prepared by Property Alliance Group Ltd received by the City Council as Local Planning authority on 23 September 2022

The Framework Travel Plan prepared by Property Alliance Group Ltd received by the City Council as Local Planning authority on 23 September 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SO1, SO2, S05, S06, SP1, C1, EC1, EC3, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan polices DC10.1, DC18.1 DC19.1, DC20, DC26.1 and DM2.

3) No development approved by this planning permission (excluding demolition works) shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority (approval to be in consultation with The Environment Agency). This strategy will include the following components:

a) A site investigation scheme, based on the E3P Phase I desk top study reference 15-644-R1-2 dated August 2022, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

b) The results of the site investigation and the detailed risk assessment referred to in (a) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action.

d) Prior to any part of the permitted development being occupied/brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

e) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, 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 (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

4) Prior to the commencement of development (excluding demolition works), a scheme shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall include:

- A finalised drainage layout showing all components, outfalls, levels, and connectivity.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e., at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100-year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100-year rainfall event with allowance for 45% climate change in any part of a building.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland
- flow routes with regards to the properties on site and adjacent properties off site.
- 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.
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- Hydraulic calculation of the proposed drainage system.
- Construction details of flow control and SuDS elements.
- Foul water flows should be kept separate from surface water flows, in accordance with Part H of the Building Regulations.

The approved details shall be implemented and completed as part of the development.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system to manage the risk of flooding and pollution pursuant to policies EN17 and DM1 of the Core Strategy.

5) Prior to the commencement of the construction phase of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Method Statements and risk assessments for construction and demolition works.
- Display of an emergency contact number to be displayed in a publicly accessible location.
- Details of Wheel Washing.
- Dust and dirt suppression measures.
- Compound locations where relevant.
- Location, removal, and recycling of construction waste.
- Details of the vehicular activity associated with the construction, including a strategy for the routing of construction traffic, and swept path analysis.
- Details of the location and arrangements for all parking of all construction related vehicles and staff.
- Sheeting over of construction vehicles.
- Construction and demolition methods to be used, including the use of cranes.
- The identification of all vehicular access points into the site.
- Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works.
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN14, EN15, EN17, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) No development or demolition shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

a) Informed by the updated Northwest Regional Research Framework, a phased programme and methodology of investigation and recording to include:

- i. historic building recording to Historic England Level 3 for Reedham House (31-33 King Street West)

- ii. historic building recording to Historic England Level 1 to 2 (No.3 Smithy Lane and the Carriage Works at junction of Garden Lane/St Mary's Parsonage)
 - iii. informed by (i) and (ii), strip-out and/or demolition watching brief(s) to allow recording of previously concealed historic fabric etc
 - iv. a scheme of targeted post-demolition archaeological evaluation trenching
 - v. informed by (iv), more detailed targeted excavation (subject of a new WSI)
- b) A programme for post investigation assessment to include:
- i. analysis of the site investigations records and finds
 - ii. production of a final report(s) on the investigation results.
- c) Deposition of the final report(s) with the Greater Manchester Historic Environment Record.
- d) Dissemination of the results commensurate with their significance.
- e) Provision for archive deposition of the report and records of the site investigation.
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost in part and to investigate the archaeological interest of the site and record and preserve any remains of archaeological interest and to make this evidence (and any archive generated) publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC20.1 of the Unitary Development Plan for the City of Manchester.

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:

(a) Samples and specifications of all material to be used on all external elevations and rooves of the development including the alterations to the heritage asset, 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 external ventilation requirements, 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.

(c) The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority.

The approved materials shall be used in the construction of the development.

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.

8) i) 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 to and approved in writing by the City Council, as Local Planning Authority. In this condition a Local Labour Proposal means a document which includes:

- a. the measures proposed to recruit local people including apprenticeships
- b. mechanisms for the implementation and delivery of the Local Labour Proposal
- c. measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

The approved document shall be implemented as part of the construction of the development.

(ii) 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 and approved 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).

9) Full details of the method of support and protection of all historic fabric adjacent to the location of construction work shall be submitted to and approved in writing by Manchester City Council as Local Planning Authority prior to the commencement of the development hereby approved. The approved method of support and protection shall be fully implemented prior to development commencing on site.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

10) Prior to the commencement of above ground works, final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe:

- a) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes, appropriate planting, tree pits and rainwater harvesting; and
- b) An assessment of the possibility of providing a green roof, brown roof or blue/green roof and full justification of the results. If this is possible full details of proposals and a management and maintenance strategy for the chosen type of roof.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - To ensure that a satisfactory measures to enhance biodiversity are incorporated within the development 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 Core Strategy.

11) Notwithstanding the information detailed within Condition 2 of this application, full details of the junction of the new build to the listed building, including the interface between new lift shaft and the courtyard fabric shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of any above ground works.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

12) Prior to the commencement of any works to the retained buildings (identified in the Extended Phase 1 Habitat Survey, Building Inspection For Bats And Bat Activity Surveys by Penny Anderson Associates Limited (dated September 2021) the following information shall be submitted to and approved in writing by the City Council as local planning authority:

- a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations (Amendments) (EU Exit) 2019 authorizing the specified activity/development to go ahead; or
- b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason - To ensure wildlife habitats are not adversely affected and to be consistent with policies EN15 and DM1 of the Manchester Core Strategy.

13) No removal of or works to any trees or works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of the tree or structures for active birds' nests immediately before the vegetation is cleared or works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and approved by the City Council as local planning authority prior to the removal of or works to any trees or works to or demolition of buildings or structures.

Reason - To ensure wildlife habitats are not adversely affected and to be consistent with policies EN15 and DM1 of the Manchester Core Strategy.

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

- a) Verification report providing photographic evidence of construction as per design drawings.
- b) As built construction drawings if different from design construction drawings.
- c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

15) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use to which these works hereby approved relate commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Before the use to which these works hereby approved relate commences, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been fully implemented.

c) The equipment shall then be operated and maintained only in accordance with the above approved documents for the duration of the use.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

16) a) Prior to any above ground works, a scheme shall be submitted to acoustically insulate and limit the breakout of noise from the uses hereby approved in accordance a noise study of the premises and a scheme of acoustic treatment, including measurements that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall then be implemented in full before the use hereby approved commences.

b) Upon completion of the development and before the use hereby approved becomes operational, a verification report shall be undertaken to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority before the use becomes operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

17) a) Prior to the installation of any externally mounted ancillary equipment, this equipment shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

18) a) Notwithstanding the information detailed within Condition 2 of this application, full and final details of the works to each of the existing windows and window openings, shall be submitted to and formally approved in writing by the City Council as Local Planning Authority prior to the commencement of any works to the works to the elevations of the retained buildings.

b) Full details of works to retained windows shall include a condition survey and method statement clarifying how the retained windows will be repaired.

c) Full details of replacement windows/reinstated windows shall include detailed scaled drawings, including cross sections showing the replacement windows in comparison to existing original examples of windows at the property or researched examples where such window does not exist.

d) Any removal of historic windows shall require assessment, justification and evidence of disrepair preventing reuse, which shall include a condition survey and method statement for the removal and clarification of how the windows affected will be reused.

e) The works to windows shall be carried out only as agreed in accordance with the approved details and shall be completed prior to first occupation of the development hereby approved.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

19) Prior to the use of the ground floor retail unit a scheme for the storage (including segregated waste recycling) and disposal of refuse from this use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation (This shall apply to any subsequent change of use within Class E).

New developments shall have refuse storage space for segregated waste collection and recycling. Internal storage areas are required.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

20) The Class E uses hereby approved shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority before the commencement of the use of the development hereby approved. The uses hereby approved shall not operate outside of the approved opening hours.

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.

21) The 10th floor external terraces hereby approved shall only be used in accordance with a schedule of days and hours of operation, occupier capacity and use, which shall be submitted to and approved in writing by the City Council as local planning authority before the first use of the development hereby approved. The terraces hereby approved shall not operate outside of the approved opening hours and there shall be no use of speakers, amplified sounds, or any music in these external areas at any time.

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.

22) No part of the development shall be occupied unless and until details of a servicing strategy (deliveries, collections, and ad-hoc maintenance) to detail final arrangements in relation to both refuse collection and deliveries has been submitted to and approved in writing by the City Council as local planning authority. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use.

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.

23) Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- a) The tree planting along King Street West.
- b) The provision of a loading bay on the east side of St. Mary's Parsonage.
- c) All works to the adopted highway, including footway improvements.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

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)

24) The development shall be carried out in accordance with the framework travel plan stamped as received by the City Council, as Local Planning Authority, on the 23 September 2022.

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 working at the development.
- ii. a commitment to surveying the travel patterns of 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 of the building, a Travel Plan 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 occupants, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

25) No part of the development shall be occupied until the space and facilities for the parking of a minimum of 92 bicycles have been provided within the basement of the building. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

26) Prior to the first use of the single commercial unit as indicated on drawing B1_02_2200 Rev B stamped as received by the City Council, as Local Planning Authority, on the 17 April 2023, 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. For the avoidance of doubt the shutters shall only be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial unit 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).

27) Prior to implementation of any proposed lighting scheme (including on the 13th floor roof terrace), details of the scheme to include a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupiers within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.

The approved details shall be implemented as part of the development.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

28) a) Prior to the commencement of development, a detailed phasing plan for the landscaping shown on drawing referenced 2951-PLA-GF-XX-DR-L-0001 Rev P04 (including indicative timescales for implementation of the landscaping of Smithy Lane, Garden Lane and Dunlop Street) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

b) The approved scheme for King Street West, St Mary's Parsonage, the courtyard and the land beneath all archways and historic door openings shall be implemented prior to first occupation of the development hereby approved. All other areas of landscaping shown on drawing referenced 2951-PLA-GF-XX-DR-L-0001 Rev P04 shall be implemented in accordance with the agreed phasing plan (part a).

c) Notwithstanding the information detailed within Condition 2 of this application and prior to the commencement of any landscaping works full and final details of the landscaping scheme, including the landscaping of the courtyard and the land beneath all archways and historic door openings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The following information shall be submitted:

- i. Samples and specifications of all materials to be used in the landscaping and jointing and fixing details between all component materials.
- ii. Details of planting species and soft landscaping design.
- iii. Details of the inclusion of age friendly measures.
- iv. 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 the landscaping and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle.
- v. A strategy for quality control management and maintenance.

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

Reason - To ensure that a satisfactory measures to enhance biodiversity and provide age friendly measures are incorporated within the development 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 Core Strategy.

29) Notwithstanding the information detailed within Condition 2 of this application, full details of all new external doors and glazing, including blocked openings shall be submitted to and approved in writing by the City Council as local planning authority prior to any works to implement these elements commencing on site.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

30) Notwithstanding the information detailed within Condition 2 of this application, full details of all new and/or replacement rainwater goods, including materials and finishes and details of the rainwater goods to be removed shall be submitted to and approved in writing by the City Council as local planning authority prior to the removal of any rainwater goods.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

31) Notwithstanding the information detailed within Condition 2 of this application, full details of all works to external historic features and finishes, including doors, stonework, cobblestones and brickwork etc. shall be submitted to and approved in writing by the City Council as local planning authority prior to any works commencing to those elements.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or

Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

32) a) Prior to first occupation of the completed development hereby approved, final details including samples and specifications of the materials, including natural stone or other high-quality materials to be used in the repair or improvement of the affected footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; shall be submitted and approved in writing by the City Council as Local Planning Authority.

b) The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

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).

33) a) The 4no. proposed street trees on King Street West (as shown on drawing referenced 2951-PLA-GF-XX-DR-L-0001 Rev P04) shall be implemented not later than 3 months from the date the proposed building is first occupied.

b) The timescales for implementation of the additional 14no. street trees on Smithy Lane and Garden Lane (as shown on drawing referenced 2951-PLA-GF-XX-DR-L-0001 Rev P04) shall be submitted for approval in writing by the City Council, as Local Planning Authority before the development hereby approved commences. The 14no. trees shall then be implemented in accordance with the timescales agreed.

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

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

34) a). Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted to and approved in writing by the City Council, as Local Planning Authority. 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

The approved document shall be implemented as part of the occupation of the development.

(b). Within 6 months of the first occupation of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council, as Local Planning Authority. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - To ensure that the application honours their commitment to recruit local labour and to understand the impact of this pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012)

35) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as local planning authority before the development hereby approved is 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, policy DP3 of Regional Spatial Strategy for the Northwest (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

36) The development shall be carried out in accordance with the Crime Impact Statement referenced 2022/0017/CIS/02 Version A dated 27 July 2022. The development shall only be carried out in accordance with these approved details. 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 secured by design accreditation confirming achievement of Bronze, Silver or Gold 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

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

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and

appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

38) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable, but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

39) 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 14 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.

40) When the development is operational, no loading or unloading shall be carried out on the site outside the hours of:

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

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

41) The scheme for the storage (including segregated waste recycling) and disposal of refuse for the office use (Class E) as detailed within Section 16.1 and 16.3 of the Design and Access Statement prepared by Jon Matthews Architects dated September 2022 and within the completed Waste Management Proforma dated 14/09/2022 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

42) The development hereby approved shall include for full disabled access to be provided for the occupiers of the building to all areas of the development via all building entrances and to the floors via the proposed lifts.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

43) The windows at ground level, fronting onto King Street West, St Mary's Parsonage, Garden Lane, and Smithy Lane 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.

44) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the rooves 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

45) The ground floor commercial unit as shown on drawing 10133-SHP- Z1- 00- PL- A- B5D8- G200- 0001 03 received by the City Council, as Local Planning Authority, on the 6 October 2022, shall remain as a separate unit and shall not be sub divided 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.

46) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the building hereby approved shall only be used for offices (Use Class Egi) and the flexible commercial unit at Ground floor Level shall only be used for Use Classes E a, b, c, e, f, (excluding convenience retail).

Reason - In the interest of retaining the provision of office space within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012)

Application referenced 135029/LO/2022 - Condition(s) to be attached to 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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

The site location plan referenced 107_B1_00_0000 received by the City Council as Local Planning authority on 23 September 2022

The drawings referenced:

107 B1_05_2200
107 B1_05_2201
2951-PLA-GF-XX-DR-L-0001
2951-PLA-GF-XX-DR-L-2002

received by the City Council as local planning authority on 23 September 2022

2951-PLA-GF-XX-SK-L-2004 Rev P01

received by the City Council as local planning authority on 30 November 2022

107_B1_02_0099 Rev A
107 B1_02_0100 Rev B
107 B1_02_0101 Rev A
107 B1_02_0102 Rev A
107 B1_02_0103 Rev A
107 B1_02_0104 Rev A
107 B1_04_2200 Rev A
107 B1_04_2201 Rev A
107 B1_04_2202 Rev B
107 B1_04_2204 Rev B
107 B1_04_2205 Rev B
107 B1_04_2206 Rev B
107 B1_04_2210 Rev A
107 B1_04_2211 Rev B
107 B1_10_4201 Rev A
107 B1_10_4202 Rev A
107 B1_10_4203 Rev A

received by the City Council as local planning authority on 17 April 2023

2951-PLA-GF-XX-DR-L-0001 Rev P04

received by the City Council as local planning authority on 24 May 2023

107 B1_02_2201 Rev C
107 B1_02_2202 Rev B
107 B1_02_2203 Rev B

received by the City Council as local planning authority on 13 June 2023

107 B1_02_2204 Rev A
107 B1_02_2210 Rev A
107 B1_02_2211 Rev A
107 B1_02_2213 Rev A
107 B1_02_2214 Rev A
107 B1_04_2203 Rev C

received by the City Council as local planning authority on 20 June 2023

107 B1_04_2207 Rev C
107 B1_02_2199 Rev C
107 B1_02_2200 Rev F

received by the City Council as local planning authority on 22 June 2023

The Condition Report and Repair Schedule prepared by stephenson, hamilton, risely STUDIO received by the City Council as local planning authority on 13 June 2023
The Design and Access Statement prepared by John Matthews Architects received by the City Council as Local Planning authority on 23 September 2022
The Archaeological Desk-Based Assessment prepared by the University of Salford received by the City Council as Local Planning authority on 23 September 2022
The Planning Statement prepared by Euan Kellie Property Solutions received by the City Council as Local Planning authority on 23 September 2022
The Heritage Asset Statement prepared by Jon Matthews Architects received by the City Council as Local Planning authority on 17 October 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC9, EN1, EN3 and DM1 saved Unitary Development Plan policies DC10.1, DC18.1 DC19.1 and DC20.

3) The demolition of 31-33 King Street West shall not be undertaken before a contract for the carrying out of the building works in accordance with application referenced 135028/FO/2022, and planning permission has been granted for the redevelopment for which the contract provides, and evidence of that contract has been submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following external alterations to the existing building pursuant to policy EN3 of the Manchester Core Strategy and saved DC19 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework

4) No development or demolition shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a) Informed by the updated Northwest Regional Research Framework, a phased programme and methodology of investigation and recording to include:
 - i. historic building recording to Historic England Level 3 for Reedham House (31-33 King Street West)
 - ii. historic building recording to Historic England Level 1 to 2 (No.3 Smithy Lane and the Carriage Works at junction of Garden Lane/St Mary's Parsonage)
 - iii. informed by (i) and (ii), strip-out and/or demolition watching brief(s) to allow recording of previously concealed historic fabric etc
 - iv. a scheme of targeted post-demolition archaeological evaluation trenching
 - v. informed by (iv), more detailed targeted excavation (subject of a new WSI)
- b) A programme for post investigation assessment to include:
 - i. analysis of the site investigations records and finds
 - ii. production of a final report(s) on the investigation results.
- c) Deposition of the final report(s) with the Greater Manchester Historic Environment Record.
- d) Dissemination of the results commensurate with their significance.
- e) Provision for archive deposition of the report and records of the site investigation.
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost in part and to investigate the archaeological interest of the site and record and preserve any remains of archaeological interest and to make this evidence (and any archive generated) publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC20.1 of the Unitary Development Plan for the City of Manchester.

5) 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 including the alterations to the heritage asset, 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 external ventilation requirements, 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.

(c) The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority.

The approved materials shall be used in the construction of the development.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies EN3 and CC9 of the Core Strategy and saved policy DC19.1; of the Unitary Development Plan

6) The works hereby approved shall not commence until a full method statement for all internal and external works has been submitted to and approved in writing by the City Council as local planning authority. The works shall then be carried out only in accordance with the approved method statement and shall be completed as part of the approved works.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies EN3 and CC9 of the Core Strategy and saved policy DC19.1; of the Unitary Development Plan

7) Full details of the method of support and protection of all historic fabric adjacent to the location of construction work shall be submitted to and approved in writing by Manchester City Council as Local Planning Authority prior to the commencement of any development within the site. The approved method of support and protection shall be fully implemented prior to development commencing on site.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

8) Prior to the commencement of any above ground works, a methodology and specification for any associated scaffolding and support structure for the listed building shall be submitted to and approved in writing by the City Council as local planning authority. These documents shall include the locations of the scaffolding, the means of affixing to the building fabric, the location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following the removal of the scaffold. All making good works shall be completed within three months of the removal of the scaffolding.

These works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

9) Notwithstanding the information detailed within Condition 2 of this application, full details of the junction of the new build to the listed building shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of any above ground works.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

10) Notwithstanding the information detailed within Condition 2 of this application, full details of internal finishes, including floor finishes (including floorboards, fireplace hearthstone and other 19th century finishes) ceiling finishes and wall finishes shall be submitted to and agreed in writing by the City Council as local planning authority prior to the commencement of any internal works.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

11) Notwithstanding the information detailed within Condition 2 of this application full details of the treatment, finishes and enclosure of the basement staircase (item X20 within the Condition Report and Repair Schedule prepared by stephenson, hamillton, risely STUDIO) shall be submitted to and approved in writing by the City Council as local planning authority prior to any works commencing to this item. The details shall include the treatment and finishes of the historic staircase and associated historic fabric and the material of and level of visibility through the enclosure.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

12) a) Notwithstanding the information detailed within Condition 2 of this application, a full assessment of the need for tanking and/or alternative damp proofing measures shall carried out and be submitted to and approved in writing by the City Council as local planning authority six months prior to the completion of the development.

b) Should damp proofing measures and/or tanking have been proven to be necessary full details of these works shall then be submitted to and approved in writing by the City Council as local planning authority fully implemented prior to the completion of the development.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

13) a) Notwithstanding the information detailed within Condition 2 of this application, full and final details of the works to each of the existing windows and window openings, shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the commencement of any works to the works to the elevations of the building.

b) Full details of works to retained windows shall include a condition survey and method statement clarifying how the retained windows will be repaired.

c) Full details of replacement windows/reinstated windows shall include detailed scaled drawings, including cross sections showing the replacement windows in comparison to existing original examples of windows at the property or researched examples where such window does not exist, specification of any new glazing, redecoration and repair works, including a physical sample of all new window types.

d) Any removal of historic windows shall require assessment, justification and evidence of disrepair preventing reuse, which shall include a condition survey and method statement for the removal and clarification of how the windows affected will be reused.

e) Full details of the location, siting, design, fixings and appearance of any secondary glazing.

f) The works to windows shall be carried out only as agreed in accordance with the approved details and shall be completed prior to first occupation of the development hereby approved.

Reason - In the interests of visual amenity, and because the proposed works affect a building that is within the curtilage of a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

14) Notwithstanding the information detailed within Condition 2 of this application, full details of all repair works to internal and external masonry, stonework and woodwork and removal of detritus from the elevations shall be submitted to and approved in writing by the City Council as local planning authority. These works shall be carried out fully and only in accordance with the approved information and shall be completed within three months of the completion of the development.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

15) Notwithstanding the information detailed within Condition 2 of this application, full details of all mechanical and electrical plant and equipment, including all light fittings and any service openings and/or risers etc. associated with the implementation of mechanical and electrical plant and equipment and details of the finishes of all equipment shall be submitted to and approved in writing by the City Council as local planning authority prior to works commencing to implement any mechanical and electrical plant and equipment.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

16) Notwithstanding the information detailed within Condition 2 of this application, full details of all new and/or replacement rainwater goods, including materials and finishes and details of the rainwater goods to be removed shall be submitted to and approved in writing by the City Council as local planning authority prior to the removal of any rainwater goods.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

17) Notwithstanding the information detailed within Condition 2 of this application, full details of the partitions to be used within the plant room and the shower room to protect the brickwork, including the materials, measurements, locations and method of ventilation shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of any works to the internal fabric of the building. The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

18) Notwithstanding the information detailed within Condition 2 of this application, full details of all acoustic and fire separation and insulation shall be submitted to and approved in writing by the City Council as local planning authority prior to any internal works commencing.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

19) Notwithstanding the information detailed within Condition 2 of this application, prior to any internal and external painting or repainting the following information shall be submitted to and approved in writing by the City Council as local planning authority:

- a) a paintwork analysis of historic features and finishes (windows, ironwork and stairs) carried out by a specialist

- b) the report on this analysis
- c) the proposed painting scheme that has been developed based on the report (within b)

The painting and repainting works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

20) Notwithstanding the information detailed within Condition 2 of this application, full details of all works to internal & external historic features and finishes, including doors, staircases, stonework, cobblestones, brickwork and cast-iron columns shall be submitted to and approved in writing by the City Council as local planning authority prior to any works commencing to those elements.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

21) Building lighting proposals, including security lighting shall be submitted to and approved in writing by the City Council as local planning authority prior to any external lighting being installed on site. All building lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. Full details of this external lighting, including the following shall be submitted to and agreed in writing before any external lighting has been installed on site:

- a) Details of where external lighting would be installed.
- b) Details of the design and appearance of lighting units and the treatment and routing of associated cabling and equipment,
- c) Details of the fixings.

All building lighting shall be installed and maintained in accordance with agreed specifications and locations set out in the above information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

22) Notwithstanding the information detailed within Condition 2 of this application, full details of all new partitions, doors and glazing, including blocked openings shall be submitted to and approved in writing by the City Council as local planning authority prior to any works to implement these elements commencing on site.

The works shall be carried out fully and only in accordance with the approved information.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

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: 135028/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
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
Greater Manchester Ecology Unit**

Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Amenity Societies
Salford City Council
Urban Design & Conservation

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 :	Emily Booth
Telephone number :	0161 234 4193
Email :	emily.booth@manchester.gov.uk

