



Land bound by New College Street, New Quay Street, NCP Car Park and Gartside Street, Manchester

Supporting Planning Statement

On behalf of HBD

September 2023

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Version FINAL

Date: September 2023

1 INTRODUCTION

- 1.1 This Supporting Planning Statement ('SPS') has been prepared by Asteer Planning LLP ('Asteer') on behalf of HBD in supporting of an application for full planning permission at Land bound by New College Street, New Quay Street, NCP Car Park and Gartside Street, referred to in this SPS as "St John's Campus" ('the site'). A Site Location plan (drawing no. 11383-EPR-00-00-DR-A-01-0400) is enclosed at **Appendix 1**.
- 1.2 The description of development is as follows:
- 1.3 *"Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements."*
- 1.4 The proposals seek to demolish the existing on-site buildings and structures to deliver a 16 storey office building plus rooftop amenity space of sustainable construction and high quality design. The building will offer flexible office accommodation which will meet the needs of a range of tenants and also provide flexible ground floor commercial uses which will activate the ground floor frontage creating a unique arrival experience.
- 1.5 The proposed development is described fully in the Design and Access Statement ('DAS') prepared by EPR Architects and presented on the suite of supporting plans and drawings. The application proposals have been developed in consultation with Manchester City Council ('MCC') Officers and other key stakeholders. Section 4 of this SPS provides further detail of the pre-application consultation and engagement undertaken.
- 1.6 This SPS demonstrates that the proposed development complies with the policies and guidance contained within MCC's Core Strategy, saved policies of the Unitary Development Plan ('UDP') and the National Planning Policy Framework ('NPPF') (2023).

Supporting Information

- 1.7 The application is accompanied by a suite of supporting documents, the scope of which has been discussed with MCC Officers through pre-application discussions. The following documents are submitted in support of this planning application:
- Covering Letter;
 - This Supporting Planning Statement prepared by Asteer Planning;
 - Application form, relevant land ownership certificates and application fee;

- Full set of existing and proposed plans prepared by EPR Architects (Drawing Schedule enclosed at **Appendix 2**);
- Air Quality Assessment prepared by BWB Consulting;
- Archaeological Desk Based Assessment and Written Scheme of Investigation prepared by Salford Archaeology;
- Crime Impact Assessment prepared by Greater Manchester Police;
- Daylight and Sunlight Assessment prepared by Proximity;
- Demolition Method Statement prepared by Curtins;
- Ecological Assessment prepared by Tyler Grange;
- Economics Benefits Assessment prepared by Wisher Consulting;
- Energy Statement prepared by Hoare Lee;
- Environmental Standards Statement prepared by Watt Energy;
- Flood Risk Assessment and Drainage Strategy prepared by Curtins;
- Heritage Assessment prepared by Stephen Levrant Heritage Architecture;
- Noise Impact Assessment prepared by Hoare Lee;
- Phase 1 Ground Contamination Statement prepared by Curtins;
- Supporting Planning Statement prepared by Asteer Planning;
- Sustainability Statement prepared by Hoare Lee;
- Tall Buildings Statement, prepared by Asteer Planning;
- Townscape and Visual Impact Assessment prepared by Planit;
- Transport Statement and Framework Travel Plan prepared by Mode;
- TV Reception Report prepared by Pager Power;
- Ventilation and Extraction Statement prepared by Hoare Lee; and

- Wind Microclimate Report prepared by Windtech.

Applicant

- 1.8 Henry Boot PLC was established over 135 years ago and is one of the UK's leading and long standing property investment and development, land promotion and construction companies. Based in Sheffield, with regional offices throughout the UK, the Group is comprised of three segments:
- Land Promotion;
 - Property Investment and Development; and
 - Construction.
- 1.9 In 2019, Henry Boot Plc rebranded to 'HBD'. HBD work on projects across a diverse range of sectors all with the shared goal of creating places with purpose. They are currently developing some of the most innovative, large-scale offices in the UK with well-being and balance embedded in every building's ethos. They work with integrity, care and commitment to deliver projects that create positive impact, going above and beyond in order to ensure high quality development. Their core values include: adaptability, collaboration, loyalty and respect.
- 1.10 HBD have an established presence in Manchester, with a portfolio which includes office and residential development, including:
- Courthouse – 13,320 sq ft of office space and 3no food and beverage units, retaining the historic fabric of a key landmark building within the city centre.
 - Island – 100,000 sq ft of Grade A office space within Central Manchester;
- and
- Kampus – a new city centre neighbourhood, adjacent to Rochdale Canal, providing 500 homes, and independent food and beverage, and office space.
- 1.11 HBDs presence within Manchester focusses on key regeneration projects which have rejuvenated disused landmark urban areas within the city centre.

EIA Screening

- 1.12 A Screening Report prepared by Egniol and has been submitted simultaneously with this planning application to MCC. As required by the EIA Regulations, the request for a Screening Opinion is accompanied by a plan sufficient to identify the land, a description of the proposed development (including any relevant demolition works), a description of the aspects of the environment likely to be significantly affected by the development and a description of any likely significant effects of the proposed development on the environment.
- 1.13 In summary, the proposed development does not exceed the EIA Screening Thresholds as detailed within the report. The EIA Screening Report has assessed the site with regard to environmental sensitivities associated with the surrounding area with the aim of determining whether there would be significant environmental effects as a result of the proposed development. The Screening Request concludes that an EIA of the proposals would not be required.

Structure of SPS

- 1.14 This Statement is structured as follows:
- **Section 2** details the wider regeneration context of the site.
 - **Section 3** provides a description of the application site and its surroundings.
 - **Section 4** provides a summary of the pre-application engagement undertaken with MCC, key stakeholders and the local community.
 - **Section 5** sets out the details of the proposed development.
 - **Section 6** contains an overview of local and national planning policy and guidance.
 - **Section 7** assesses the application proposals in the context of planning policy and guidance.
 - **Section 8** summarises the technical considerations that have been assessed by the planning application.
 - **Section 9** provides an assessment of the proposals against the three dimensions of sustainable development, as defined in the NPPF (2023).
 - **Section 10** provides a summary and conclusion on the proposed development.

2 WIDER REGENERATION CONTEXT

- 2.1 Manchester has an estimated population of 549,853¹ and has experienced exceptional growth since the late 1990's. The Greater Manchester sub-region has a population of over 2.83 million and a combined Gross Value Added ('GVA') of over £66.4 billion². Economic Forecasts³ shows GVA growing at 1.7% per annum up to 2036. Employment growth in Greater Manchester is largely driven by Business, Financial and Professional Services which account for over half of the net increase in the total number of jobs based in Greater Manchester, up to 2036.
- 2.2 Regeneration is an important planning consideration and one of MCC's stated priorities for ensuring continued economic growth is ensuring the continued social, economic and environmental regeneration of the City. The application site is located between Spinningfields and St John's, on the border with Salford City Council authority area and within an area that has historically lacked investment.
- 2.3 However, the sites' location, and surrounding context has benefitted from a strong pipeline of development and investment in recent years which has given this part of the City a newly founded sense of place and improved public realm. The site is located on the south western edge of the Spinningfields Strategic Regeneration Framework ('SRF') which has been the subject of holistic regeneration since 1997 and has established a new business district within the city.
- 2.4 The site sits alongside the northern boundary of St John's, which has also been designated an SRF, and will be subject to significant regeneration and development in coming years, focussing on enterprise culture and living, including the Enterprise City Masterplan and the regeneration of the former Granada Studios.
- 2.5 In addition, the site sits adjacent to the defined boundary of Salford City Council authority area and specifically the Chapel Wharf Development Framework which was adopted by Salford City Council in 2022.

¹ Source: Office for National Statistics - <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

² Source: Office for National Statistics - <https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017>

³ Source: Economic Forecasts for Greater Manchester (GMCA) (January 2019).

The City Centre Strategic Plan (2015 – 2019)

- 2.6 Manchester City Centre plays a vital part in the growth of the city's economy and that of Greater Manchester as a whole. A previously adopted City Centre Strategic Plan (2009 – 2012) was published that oversaw transformational growth both in the city's economy and in the population.
- 2.7 Since the publication of that plan, the city centre has seen a renewed confidence in the commercial and residential market that allowed the continuation of existing developments and the emergence of significant new development, with the boundaries of the city centre expanding to incorporate new areas for people to live and work in.
- 2.8 This saw a new plan adopted in 2015 to guide the continued growth within Manchester City Centre. The site is located on the border of the St John's and Spinningfields City Centre Areas, as determined within the Plan.
- 2.9 St John's is described as a new unique city centre neighbourhood, a community of creativity and innovation where people can live, work and experience the best of the city. The Plan notes the location of St John's as a key gateway to the city centre and is seen as a high profile location for media and creative activity. Future development will see residential led, mixed use schemes focussing on the city's heritage.
- 2.10 Spinningfields is noted to be a world-class business quarter in addition to a modern hub of premium retail units, leisure destinations and a luxury residential offer. Spinningfields has attracted international investment from market-leading organisations within the property, retail and professional service industries. The Plan notes the importance of Spinningfields, despite its progress to continue to deliver high quality, world class development offering a mix of uses.

St John's SRF

- 2.11 The St John's SRF was adopted by MCC in February 2015. The SRF identifies St John's as a remarkable and immediate opportunity to lead the next phases of regeneration of Manchester City Centre and to deliver "best in class" residential-led mixed use development, alongside creative uses.
- 2.12 The SRF establishes:
- To deliver a best-in-class city centre neighbourhood; a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique

proposition for Manchester that will raise its international profile and set it apart from its peer cities.

- Development that is fully integrated both functionally and physically with the city centre and adjoining city centre neighbourhoods.
- To re-establish, where appropriate, its tight-knit urban grain and to create a meandering network of spaces and complementary range of uses.
- A form of development that retains and reutilises the site's key heritage assets and integrates those features into the new urban form.
- A series of existing and new public landscaped spaces will be created that support a new network of routes and linkages which connect the different parts of the site to its neighbours and the River Irwell, as well as anchoring the major buildings.
- A scale of building form that in height and plan extends the scale of the St. John's Street district across the site. To the west of the site, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential building.

St John's Masterplan and Enterprise City

- 2.13 Since the establishment of the SRF, various illustrative masterplans have been brought forward, identifying the area for creative, cultural and work led spaces.
- 2.14 The core and northern edge of the St John's Masterplan area has been brought forward as the Enterprise City concept, which has been established as a long term partnership between Aviva and Allied London. Enterprise City has been identified as an inspirational new district of the city, with new co-working, cultural and living spaces alongside a media, technology and creative cluster. The masterplan area has been designed to encourage a series of technology driven and creative industries that has now gained an international reputation, anchoring on 21st century workplace infrastructure.
- 2.15 At the time of submission, there have been significant planning permissions granted for residential, co-working, and cultural development, bringing forward buildings of up to 26 storeys including:
- Manchester Goods Yard / No. 1 Grape Street (LPA Ref: 121511/FO/2018) – comprising retail and workspaces – 11 storeys.

- The Globe Building (LPA Ref: 121721/FO/2018) – comprising flexible workspace –9 storeys.
- Old Granada Studios (LPA Ref: 127612/FO/2020) – comprising hotel and flexible workspaces –11 storeys.
- Union (LPA Ref: 126648/FO/2020) – comprising co-living and co-working space –36 storeys.

2.16 Further detail of relevant development in Enterprise City is provided in **Appendix 3**.

2.17 Whilst the site does not sit within the St John’s Masterplan area, it does sit adjacent, and the proposals will therefore make a significant contribution to the regeneration of the wider area. The proposals for the site have been prepared with consideration of the SRF and will contribute to providing best in class city centre neighbourhood uses as a place for employment whilst also proposing a scale and building form that responds to the context of the SRF area.

Spinningfields

2.18 Spinningfields has been designed not only to drive forward the continued economic success of Manchester, but also to enable the North West to close the productivity and wealth gap with London and the South East. Spinningfields has already significantly strengthened and added value to Manchester’s renown as a prime location in which business can operate, enhancing the City’s growing reputation as an international destination of choice for world class investors in financial, legal and professional services and other high value-added sectors. Spinningfields also provides a prime residential offer and a retail element at ‘The Avenue’.

2.19 The location of Spinningfields has much improved the connectivity between Deansgate, the Central Business District and St Peter’s Square and the area has become a successful residential, leisure and retail destination in the City Centre. The unique and high-quality leisure experience provided by the area’s event space and buildings has played a critical role in enhancing connectivity across the site and the wider City Centre.

2.20 Key developments, relevant to the proposals, within the Spinningfields area include:

- ‘20 Stories’ development (LPA Ref: 104702/FO/2014/C1) – comprising office and food and beverage uses - 20 storeys.

- 3 Hardman Street (LPA Ref: 079563/FO/2006/C1) – mixed use, office led development - 16 storeys.
- Leftbank Apartments (LPA Ref: 059972/FO/CITY1/00) – residential led development – 14 storeys.

2.21 The redevelopment of Spinningfields has largely taken place over the past 20 years, and is now considered to be complete. Other SRF areas, such as St John's and envisaged masterplan areas, such as Enterprise City now form the key areas for the next stage of redevelopment within the context of the site.

Summary

2.22 Manchester City Centre has changed dramatically over the past 15 years and is now internationally recognised. The site is in close proximity to areas of the City Centre that have either undergone dramatic change in recent years, which include Spinningfields, benefiting from redevelopment and investment.

2.23 The site lies adjacent to the St John's SRF and the emerging development context of Enterprise City, with proposed buildings up to 36 storeys.

2.24 The emerging built environment and public realm in this area of the City is therefore high quality and has created a new founded sense of place. There are a number of development schemes located close to the site which have arisen in recent years which are relevant to this planning application and have been considered throughout the design process.

2.25 A list of surrounding schemes relevant to the proposals and encompassing the relevant SRF areas, is enclosed within this SPS at **Appendix 3**.

3 SITE AND SURROUNDINGS

- 3.1 This section of the SPS provides a detailed description of the site's location, characteristics, and accessibility credentials. It provides a description of the site's current status and physical attributes.

The Site

- 3.2 The site extends to approximately 0.16 hectares and comprises a part 4, part 5 storey building of red brick construction located within Manchester City Centre (Coordinates X: 383212 and Y: 398132). A small car park sits to the rear of the site at ground level.
- 3.3 The Manchester College formerly occupied the building but have since relocated to a new purpose-built building within the Green Quarter of Manchester, as the existing building was no longer considered fit for educational purposes. As of 31st January 2023, the building has been vacant.
- 3.4 Vehicular access to the site is currently formed off New College Street which leads directly onto the small car park area. The main pedestrian access to the existing building is located on the corner of New Quay Street and Gartside Street.

Surrounding Area

- 3.5 The site is bound by New Quay Street to the west, New College Street to the east, Gartside Street to the south and the NCP Spinningfields Car Park to the north.
- 3.6 The site shares the boundary to the north west with the 10 storey NCP 'Spinningfields' Car Park. Immediately to the east of the site is 1 Hardman Boulevard (12 storeys) and currently occupied by the Natwest Group. To the east is the The Globe Building (9 storeys), which forms part of the Enterprise City Masterplan (see Chapter 2).
- 3.7 Further north lies the River Irwell, with both vehicular and pedestrian access to Salford provided by a bridge on New Quay Street.

Designations

3.8 The existing building is not listed nor located within a Conservation Area, however the site does adjoin the Castlefield Conservation Area to the southwest. There are several listed buildings within its immediate vicinity, including:

- St Johns College of Further Education (Grade II);
- Irwell Street Bridge (Grade II);
- Former Grape Street Railway Bonded Warehouse (Grade II);
- The Opera House (Grade II);
- Cobden House, 19 Quay Street (Grade II*); and
- Nos. 8 & 8A, 10, 12 - 26 and 28 St John Street.

3.9 The River Irwell is located approximately 100m to the north of the site, however the site itself is located in Flood Zone 1, where a low probability of flooding is anticipated (less than 1 in 1,000 annual probability).

Accessible and Sustainable Location

3.10 The site is located in an accessible location within the heart of the City Centre surrounded by an excellent choice of amenities and infrastructure.

3.11 With regard to public transport, the nearest bus stop is located 70m from the site on Lower Byrom Street where the Number 1 bus service frequents with a further stop located 300m from the site on Bridge Street serving the 8, 34, 34A, 36, 37, 38, 50, 52 bus services. These provide regular routes to destinations including Bolton, Warrington, The Trafford Centre and suburbs of Manchester.

3.12 The nearest Metrolink Stations are located at Deansgate-Castlefield which is 720m south-east and St Peter's Square located 800m east of the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham); Yellow Line (Bury – Piccadilly); Dark Blue Line (Manchester Airport – Victoria); Orange Line (Ashton-under-Lyne – Media City); Light Blue Line (Ashton-under-Lyne – Eccles); and the Purple Line (Altrincham – Piccadilly). The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step free access to all platforms, help points and security camera coverage.

- 3.13 Deansgate Railway station is located approximately 820m from the site, with Manchester Victoria approximately 1.4km from the site. Both train stations provide regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Liverpool, Leeds, Birmingham and London.
- 3.14 Furthermore, a number of bars, cafes and restaurants are within a 2-minute walk of the site located within and around Hardman Square, in addition to an M&S Foodhall located on Quay Street.

Planning History

- 3.15 A search of Manchester City Council's ("MCC") online planning register has identified a number of planning applications at the site which include the existing sites construction and a number of minor works. These are detailed within **Appendix 4** of this SPS. However, these applications are not relevant to the proposals outlined in this SPS.

Summary

- 3.16 The site extends to 0.16ha and comprises an existing part 4, part 5 storey building of red brick construction. New Quay Street binds the site to the west, New College Street to the east, Gartside Street to the south and the NCP Spinningfields Car Park to the north. The predominant surrounding height within the context of the site is 15 storeys, with a maximum of 36 storeys being reached within the nearby Enterprise City Masterplan.
- 3.17 The site is not listed, nor is located within a Conservation Area.
- 3.18 The site is in a highly accessible city centre location which benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot.
- 3.19 The site has no planning history of relevance to this application.

4 PRE APPLICATION CONSULTATION AND STATEMENT OF COMMUNITY INVOLVEMENT

4.1 The Applicant has undertaken extensive pre application consultation with MCC Officers and other key stakeholders prior to the submission of this planning application. A summary of the consultation is provided below:

i. **Consultation with Key Stakeholders** – the Applicant issued details of the proposals in July 2023 to the following elected members: Cllr Marcus Johns, Cllr Joan Davies and Cllr Anthony McCaul. A presentation of the proposals was presented to Cllr McCaul on the 8th September 2023.

ii. **Consultation with MCC Officers** – pre application meetings have been held with MCC's planning department since 2021, occurring at the following dates:

- Pre Application 1 - August 2021
- Pre Application 2 - October 2021
- Pre Application 3 - August 2022
- Pre Application 4 - February 2023

4.2 The following key matters were discussed:

- Scale and Massing
- Sustainability
- Design
- Access and Servicing
- Materiality

4.3 The project team has also consulted with technical officers including highways and environmental health.

iii. **Consultation with the Community** – a leaflet notifying local businesses and residents of the proposals was circulated to approximately 1,550 addresses. The consultation period ran for a 2 week period from the 10th September 2023 to 24th September 2023, with an email address and mobile number made accessible for local businesses and

residents to discuss the proposals. The issued leaflet is attached to this SPS at **Appendix 5.**

Summary of Community Consultation Responses

4.4 This section summarises the responses received from local businesses and residents, following the consultation period (10th September 2023 to 24th September 2023).

4.5 1no response was received from participants during the consultation period. The participant raised comments with regard to the following topics:

- Access to the public highway and pavement during maintenance periods;
- Market need for Grade A Office Space within Manchester City Centre;
- Possible implementation of Food and Beverage uses;
- Noise associated with the use of the rooftop amenity space.

4.6 Responses to the above comments are outlined below:

Comment	Response
Access to the public highway during maintenance periods.	An Operational Statement, outlining the details of the procedures and mitigation measures during the maintenance of the building once constructed, will be secured via condition.
Market need for Grade A Office Space.	The submitted Economics Benefit Statement, prepared by Wisher Consulting Ltd, identifies significant market need for Grade A Office Space within Manchester City Centre. Based on current data, the only new Grade A Office availability in the Spinningfields and St Johns area within Manchester is for 20,000 sq ft. At the time of writing, there are no further pipeline schemes that will add to this availability in the next five years. Therefore the

	proposals will contribute to the overall supply of Grade A office floorspace within the city.
Possible implementation of Food and Beverage uses.	The 3no units at ground floor are proposed as flexible commercial space (Use Class E). Exact operators have not yet been determined, however any future proposed uses will be implemented with the necessary mitigation and operational proposals that will allow for suitable operation in line with the building and the surroundings.
Noise associated with the rooftop amenity space.	A Noise Assessment Report prepared by Hoare Lee has been submitted with this application. The rooftop space is to be used for a range of health and wellbeing, thought leadership and networking events. If amplified noise and background music were to be used at events, this would not exceed the relevant MCC criteria based on appropriate noise levels. In addition, the rooftop amenity space is likely to be subject to a requirement for an operational statement, which will restrict the usable opening hours of the space, in line with that deemed appropriate for the use and wider context.

- 4.7 At the time of writing, no other responses or topics for discussion have been raised by local businesses or residents.

Summary

- 4.8 The Applicant has sought to work proactively with MCC through early preapplication discussions regarding the proposals. These discussions have informed the design

development, particularly the scale and massing of the proposed building. The Applicant also issued details of the proposals to the elected ward members and notified local residents and businesses of this planning application. The scheme proposals have incorporated the feedback from officers, key stakeholders wherever possible, whilst ensuring that the proposed development is deliverable.

5 PROPOSED DEVELOPMENT

- 5.1 This chapter describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the DAS prepared by EPR Architects and presented on the application drawings.
- 5.2 The application proposals have been developed in consultation with MCC Officers and other key stakeholders.

Description of Development

- 5.3 The planning application is submitted in full. The description of development is as follows:
- “Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements”.*
- 5.4 Details of the proposed development are described in the following sections.

Use and Amount

- 5.5 The proposal is for the demolition of the existing buildings on site and to erect a 16 storey office building with flexible ground floor uses, and rooftop amenity. The scheme seeks to deliver approximately 279,237 sqft (gross) of floorspace.
- 5.6 A schedule of the proposed accommodation is set out below:

Use	GIA (sqm)	GIA (sq ft)
Office (Use Class E(g))		
Basement	1,396	15,026
Ground Floor	838	9020
Levels 01-15 Office Space	22,725	244,610
TOTAL:	24,959	268,656

Amenity Space (rooftop garden)		
Level 16	463	4984
Flexible Use Class E		
Ground Floor	520	5597
TOTAL:	25, 906	10,581

Scale and Massing

- 5.7 The proposal is for a 16 -storey office building plus roof top amenity. Given the site's prominent location at a busy intersection, the height of the building has been carefully considered and discussed with MCC planning officers from the outset.
- 5.8 Notwithstanding that the site sits within an important regeneration area which is subject to ongoing transformation, the height and overall mass of the building is sensitive to its context and has been designed in accordance with surrounding structures and proposed buildings of a similar scale. As a result, the proposed building is in keeping with the surrounding character whilst maximising and efficiently using the site available to deliver high quality office floorspace and creating a landmark building at a prominent intersection.
- 5.9 A number of CGI viewpoints have been provided with the application that show the proposed development from the following viewpoints:
- South East from A6042 Ring Road;
 - South East from Irwell Street;
 - South West from Gartside Street;
 - West from A34 Quay Street;
 - West from Byrom Street;
 - South from St Johns Gardens;

- North from Atherton Street; and
- South East from New College Street.

- 5.10 With regard to views as proposed from the most sensitive receptor areas, which include St Johns Gardens, Quay Street and Irwell Street there is limited visibility of the proposed building. The views from Gartside Street, Atherton Street and New College Street, where the proposal is most visible from the street scene demonstrate that the proposals are of high quality design and respond to the existing and emerging context of the site.
- 5.11 In addition, the proposed development will maximise the full footprint of the site. The double height base level grounds the proposal with the steel trusses taking inspiration from Manchester's industrial and engineering heritage. The middle section utilises repeating brick detail promoting uniformity across each façade, with the top proportions of the proposals utilising a similar approach. The rooftop amenity is proposed with a stepped back provision at roof level.

Layout

- 5.12 The footprint of the building maximises the plot, whilst the distance from kerb edge to the building has been retained at a 2 metre distance, retaining a generous ground floor pedestrian footway along New Quay Street and Gartside Street.
- 5.13 The building mass has been stepped at the corner of New Quay Street and Gartside Street, creating an element of interest fronting onto this key node. The layout of the building has a central core with two main stairs and six passenger lifts encompassing a firefighting lift, evacuation lift and goods lift, and a separate goods which serves the basement only. The central position of the core has created the opportunity to include flexible ground floor uses (Use Class E) fronting onto New Quay Street and Gartside Street. This flexibility will activate the street and allow the building to engage with its surrounding context. The units will be accessed via the main reception, however two of the units also have the benefit of having their own separate access located on the corner of New Quay Street and Gartside Street.
- 5.14 Located on the more subservient New College Street is a service layby, which has allowed the 'back of house' accommodation, such as refuse store and plant to be located away from the primary frontage.
- 5.15 The following sections describe how the floorplates are laid out and accessed.

Basement

- 5.16 The primary access to the basement is via the central lift and stair core. There is a dedicated cycle access point located on the north-west elevation, adjacent to the NCP car park. The basement accommodation includes an even split of plant and cycle storage and changing facilities.
- 5.17 The basement will provide changing facilities and a dry room for employees, including 210 lockers, 11 airing stations, showering facilities and toilets. Furthermore, the scheme seeks to provide 231 Cycle Stores (230 two-tier cycle racks + 1 accessible rack).

Ground Floor

- 5.18 The main entrance to the building, located on the corner of New Quay Street and Gartside Street is a glazed double height space with the exposed primary structure framing the entrance to strengthen its presence. The floor plate has a central core allowing all accommodation to connect with the site's surroundings.
- 5.19 The Ground Floor will provide active frontages to New Quay St and Gartside St with areas of flexible commercial space which can be used by tenants or the general public. The proposed flexible commercial space will allow for the space to be used for a range of uses that fall under Use Class E.
- 5.20 The plant and refuse areas are located to the rear of the floorplate on New College Street.

Upper Floors (Floors 1 - 15)

- 5.21 A flexible design with each office floor plate has been followed, using several principles:
- A 1.5m space planning grid;
 - Column free floorplates;
 - Core design that allows for a split tenancy on each level with a minimum of two access points for each unit;
 - The ability to introduce a stair to combine a maximum of two floors; and
 - Non-binary, high-end, independent sanitary facilities on each level, handed to achieve ease of access throughout.

- 5.22 The feature stepped massing to the southern elevation has created an opportunity for each floor to have a private balcony. This level accessed space gives building users the opportunity to connect with the outside, promoting health and wellness.
- 5.23 Each floor is served by a central core comprising of 6no passenger lifts and 2no stairs, and benefits from rhythmic and proportional glazing which encompasses each elevation. All levels will have access to the roof pavilion and terrace on the 16th floor.
- 5.24 The steel frame and services on each floor plate will be left exposed with a clear height of 2.8metres further enforcing the building identity of a contemporary warehouse aesthetic.
- 5.25 The large crittal style windows with central openings will allow natural day light to enter deep into the space further promoting the importance of health and wellbeing for the building occupier.

Rooftop Amenity

- 5.26 A rooftop amenity space is located at the sixteenth floor and can be accessed via an internal staircase and platform lift to provide DDA access. The floor is set back from the edge of the building, offering a level access and landscaped terrace. The rooftop amenity space will provide flexible accommodation for a range of health & wellbeing, thought leadership and networking events for tenants and their associated visitors.
- 5.27 The pavilion roof which sits above the rooftop amenity space provides further accommodation for plant and PV panels, alongside the building BMU system.

Appearance

- 5.28 The architecture is expressive and contextually driven, responding to the site's rich industrial heritage and surrounding context. The façade detailing, window proportions and material selection are inspired by the characterful identity of Manchester's Victorian warehouses.
- 5.29 The chosen materials palette is well-crafted, high quality and robust, guaranteeing the building has endurance and longevity.
- 5.30 To the base, on the most prominent elevations, is the steel truss that takes inspiration from Manchester's Victorian bridge designs. This creative formation of primary structure features on both Gartside Street and New Quay Street, sitting in front of a double height expanse of curtain walling. The continuous truss and glazing around Gartside Street and New Quay Street elevational corners of the building activate the surrounding streets.

- 5.31 The elevations to New College Street and the north bordering the NCP Carpark are more functional. The façade proportions and materiality above continue down to street level, incorporating louvred screening for plant and refuse accommodation. Although these elevations are more functional, there is a continued level of quality, robustness and detail.
- 5.32 The façade above is ordered and well proportioned, from the increased parapet, cornice detailing at each level and the crittal style window design. The blue glazed brick colour mix has been meticulously considered to help emphasise the horizontal cornice banding. This is further defined by the shadows created, helping emphasise the brick detailing.
- 5.33 The window reveals have been designed to respond to its orientation, with deeper reveals to the south. The feature balconies are formed using incremental steps in the façade, seen by the increased window proportions. This important feature not only adds interest, it also reinforces the contemporary warehouse aesthetic that this building is striving to achieve.
- 5.34 The Pavilion is a stepped back, simple mass, with a glazed frontage to the south and louvred screen to the north. The plant located on the roof extends the façade with a seamless louvred plant screen, helping to retain the pavilions simple form. As an effective way of tying this alternate architectural language to the rest of the building, framing has been introduced that replicates the steel truss formation found at street level.

Access and Servicing

- 5.35 No vehicular access into the site is proposed and this is supported by the site being located in a highly accessible City Centre location.
- 5.36 The primary pedestrian access into the building will be via the main entrance to the building on the intersection of New Quay Street and Gartside Street. The site currently connects to a network of good quality pedestrian routes that benefit from dropped kerbs and good quality surfacing, providing sufficient access for all users, accounting for varying levels and types of disability.
- 5.37 Cycle access will be via a dedicated door on the northwest elevation adjacent to the existing multi-storey NCP car park situated to the north, providing direct access to the goods lift and cycle parking and associated facilities in the basement.
- 5.38 In terms of cycle parking, the scheme will deliver secure cycling parking within the basement of the building. The proposed 230 cycle parking spaces exceeds MCC's minimum standards of 1 space per 200sqm. To facilitate the safe movement of cycles to

and from the basement, cyclists will be required to use the goods lifts. Showers, changing rooms, lockers and drying rooms will also be provided within the proposed development.

- 5.39 Maintenance access to the building is via New College Street and on the northwest elevation adjacent to the multi-storey car park.
- 5.40 Servicing will take place via a new lay-by on New College Street, consisting of a 3m wide by 10m long straight section and 10m tapers. The lay-by will extend into the existing carriageway on New College Street.

Public Realm Improvements

- 5.41 The proposals will deliver a high-quality public realm finish to existing footpaths, maintaining the pedestrian routes along New Quay Street and Gartside Street, with precast concrete flag stones and granite kerbs.
- 5.42 The existing 'Bee' smart bike sharing point, located on New Quay Street, will be retained and 5no guest bike stands are proposed to sit adjacent.

Waste Management

- 5.43 Full details of the Waste Strategy are contained in Section 9 of the Design and Access Statement prepared by EPR Architects in support of this application. In addition, a MCC Waste Proforma has been prepared and is submitted as part of the application, attached at **Appendix 6**.
- 5.44 An indicative commercial refuse store is located internally on the ground floor of the proposed building. It is positioned at close proximity to the newly created loading bay on New College Street. The bin store has two access points, one well positioned for potential commercial uses and the other directly off the main core for office use.
- 5.45 Collection will be from the loading bay situated on New College Street at ground level. Management staff will move the bins out on collection days to the area adjacent to the loading bay before moving the bins back into the bin store following collection.
- 5.46 The commercial refuse provision has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00. The provision of bin capacity has been calculated on the basis of office use and assumed ground floor food and beverage use, comprising an estimated 50% recycling provision and 50% general waste provision. All provided bins covering both recyclable and

non-recyclable waste will be 1100L Euro bins, apart from organic food waste which will be stored in 240L wheelie bins.

- 5.47 At present, the commercial refuse store can be considered indicative, as the locations and overall need for refuse will be finalised as part of the tenant fit out process, post determination of the planning application.
- 5.48 In summary, the refuse strategy accords with the guidance document GD04 prepared by MCC. GD04 provides guidance on waste storage and collection for new developments within the city.

Demolition

- 5.49 The proposals comprise the complete demolition of the existing building, formerly occupied by the Manchester College.
- 5.50 Detailed demolition drawings, prepared by EPR Architects alongside a detailed Demolition Performance Specification and Method Statement, prepared by Curtins has been submitted as part of this application.

Summary

- 5.51 The proposed development comprises a 16-storey plus basement office building (Use Class E(g)), with flexible ground floor uses (Use Class E) and rooftop amenity space. The proposed development has been designed with due regard given to the site's surroundings and the technical assessments undertaken by the Applicant's project team. Overall, the proposals will deliver a high-quality office led development which reflects the sites location and will make a positive contribution to the sites context and surroundings.

6 PLANNING POLICY FRAMEWORK

- 6.1 This section of the SPS sets out the key planning policies at the national and local level which are relevant to the determination of the planning application. The application proposals are evaluated in the context of the relevant policies identified in the subsequent section of the SPS.

The Development Plan

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan, unless material considerations indicate otherwise.
- 6.3 The relevant adopted Development Plan Documents ('DPD') for the area include:
- Manchester Core Strategy 2012-2027 (2012)
 - Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995)

Site Allocation

- 6.4 In accordance with MCC's Interactive Proposals Map the site is located within the City Centre Boundary, Spinningfields area (Policies CC1 – CC10) and Regional Centre (Policy EC3).
- 6.5 In addition, the site is located within Small Policy Area 25 'Bridge Street/Deansgate/Quay Street/River Irwell' of the UDP.

Manchester Core Strategy (2012)

- 6.6 The Core Strategy 2012 - 2027 was adopted by MCC on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. The following policies are relevant to the proposal:

General Policies

- 6.7 **Policy SP 1 Spatial Principles** provides the key spatial principles that will guide the strategic development of Manchester to 2027. The policy encourages the centre to be a focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Policy SP 1 also encourages development to minimise

emissions, and to reduce the need to travel by locating development close to jobs, services, education and open space.

- 6.8 **Policy EC 1 Employment and Economic Growth in Manchester** outlines that a minimum of 140ha of office space (Use Class B1a) will be developed between 2010-2027.
- 6.9 **Policy EC 2 ('Existing Employment Space')** states that the Council will seek to retain and enhance existing employment space and sites.
- 6.10 **Policy EN 1 ('Design Principles and Strategic Character Areas')** sets out that the City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. The policy also sets out that developers will be expected to continue the rich pattern of activity. In maintaining the rich pattern of activity at an appropriate density, the development is considered to meet the objectives of this policy.
- 6.11 **Policy EN 2 Tall Buildings** states proposals for tall buildings will be supported where it can be demonstrated that they:
- Are of excellent design quality,
 - Are appropriately located,
 - Contribute positively to sustainability,
 - Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
 - Will bring significant regeneration benefits.
 - Suitable locations will include sites within and immediately adjacent to the City Centre with encouragement given to non-conservation areas and sites which can be easily served by public transport nodes.

City Centre Policies

- 6.12 **Policy CC 1 Primary Economic Development Focus: City Centre and Fringe** states that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City

Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe, a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high-density buildings and commercially led mixed use schemes. The policy also states that developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.

- 6.13 **Policy CC 6 City Centre High Density Development** states that City Centre development will generally be high-density. Overall, the policy emphasises that high-density development will continue to be supported throughout the City Centre.
- 6.14 **Policy CC 8 Change and Renewal** states that developments which make significant contributions to the City Centre's role in terms of employment will be supported, subject to the proposal's impact on key aspects of the City's heritage and character.
- 6.15 **Policy CC 9 Design and Heritage** emphasises that the design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed-use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Saved Unitary Development Plan Policies (1995)

- 6.16 The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. The following extant policies are relevant to the proposal:
- 6.17 **Policy RC20 Small Area Proposals** identifies the site within Area 25 'Bridge Street/Deansgate/Quay Street/River Irwell'. The policy states that this area defined by the presence of important public buildings just located outside the main core of the city. Crown Square, Deans Court and Spinningfields are seen to provide a series of linked open

spaces through the heart of the area and provide a base for future environmental improvements in the area, particularly improving access to the River Irwell.

Other Material Considerations

6.18 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework ('NPPF');
- National Planning Practice Guidance ('PPG').
- The Emerging Manchester Local Plan;
- The Emerging Places for Everyone ('Pfe'); and
- Supplementary Planning Guidance and Documents ('SPGs' and 'SPDs');

National Planning Policy Framework ('NPPF') (2023)

6.19 The revised National Planning Policy Framework ("NPPF") was published in July 2018, with a subsequent iteration published in September 2023. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.

6.20 **Paragraph 8** highlights that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives:

- An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being, and,

- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.21 **Paragraph 11** states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.22 **Paragraph 38** states that LPAs should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

6.23 **Paragraph 39** states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

6.24 **Paragraph 47** emphasises that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.

- 6.25 **Paragraph 81** states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 6.26 **Paragraph 110** states that for specific applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 6.27 **Paragraph 111** states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.28 **Paragraph 119** states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.
- 6.29 **Paragraph 126** stresses the importance of creating high quality buildings and places. Good design is highlighted to be a key aspect of sustainable development, creates better places to live and work, and helps make development acceptable to communities.
- 6.30 **Paragraph 130** states that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area for the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

National Planning Practice Guidance

- 6.31 On 6th March 2014 the former Department for Communities and Local Government published the National Planning Practice Guidance (“PPG”). The PPG is regularly updated and provides further guidance on the interpretation of national planning policy within the Framework. It is, therefore, a material consideration in the determination of the application.

The Emerging Manchester Local Plan

- 6.32 MCC is undertaking a review of the Core Strategy and the Saved Policies of the UDP. The first stage of consultation on the Local Plan Issues document was consulted upon between 7th February 2020 and 1st May 2020. However, given that the Plan is at a very early stage and there are no draft policies that have been published at the time of writing, no weight has been afforded to the emerging Manchester Local Plan in the decision-making process.

The Emerging Places for Everyone (PfE) Joint Development Plan

- 6.33 The Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (‘the PfE Plan’) was submitted for examination on 14th February 2022 by the Greater Manchester Combined Authority on behalf of the nine local planning authorities. The submitted Plan was the version that had been published under Regulation 19 for consultation between 9th August and 3rd October

2021. Three Inspectors were appointed by the Secretary of State on 1st March 2022 to examine the PfE Plan.

- 6.34 The hearing sessions started on 1st November 2022 and will run until 30 March 2023. Therefore, at the time of writing, the PfE has limited weight in the decision-making process.

Supplementary Planning Guidance and Documents

Guide to Development in Manchester (April 2007)

- 6.35 The Guide to Development in Manchester seeks to provide guidance which will help to develop and enhance an environment within Manchester that is visually attractive, has a unique and positive sense of place and that properly caters for the functions which it accommodates both now and in the future. The advice covers the following issues: design; accessibility; environmental standards; street hierarchy; parking guidelines; housing density; promotion of a safer environment; design for health; and, internal design principles.

The Manchester Strategy

- 6.36 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy. In particular, the proposed development will contribute positively to supporting a diverse and distinctive economy that creates jobs and opportunities and to creating well-designed office space, in line with the Manchester Strategy vision.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester

- 6.37 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

Summary

- 6.38 This section has detailed the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site. The next section provides an assessment of the proposed development against the relevant policies of the adopted Development Plan for MCC and the NPPF (2023).

7 PLANNING ASSESSMENT

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.2 This section assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2023). The full suite of technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application.
- 7.3 The key planning considerations are as follows:
- Principle of Office Development;
 - Office Market Context;
 - Scale and Massing;
 - Architectural Quality; and
 - Energy and Sustainability.

Principle of Development

Policy Context

- 7.4 As defined by the adopted policies map, the site is located within the City Centre and Regional Centre where the principle of high-quality office development and commercially led mixed use schemes is supported (Core Strategy policies CC 1, CC 7, CC 8 and EC 1). The proposals will support the delivery of economic growth in the City Centre by providing approximately 26,000 (GIA) sqm of high quality, Grade A office space in a highly sustainable location within the City Centre, attractive to businesses, employees and visitors in accordance with Core Strategy policies CC 1, CC 2 and EC 1.
- 7.5 High-density development is actively encouraged within the City Centre, with emphasis placed on using land to maximise its efficiency and the more intensive use of employment land in terms of floorspace provided (Core Strategy policies CC 1 and CC 6). The proposed development will make efficient use of land, delivering a 16-storey office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, in accordance with local planning policy (Core Strategy policies CC 1 and CC6) and paragraph 199 of the NPPF.

- 7.6 The site has formerly been in educational use which is considered a quasi-employment use and would offer some employment benefits for the City. However, the proposals will transform the site into a new high quality, Grade A office development which will generate significant employment and economic benefits for the City.
- 7.7 The proposed development also reflects the context of the site and its surroundings, located on the border of Spinningfields and the St John's SRF. The surrounding context has seen significant redevelopment in recent years, which is ongoing, and has seen proposals of significant height, and both commercial and residential led schemes promoting high quality development. The proposals therefore continue and contribute to the wider context.
- 7.8 The proposals will maximise the potential for the site and transform the existing poor quality built environment and public realm into an exemplar office development with flexible ground floor commercial floorspace, with active frontages and high-quality, sustainable design throughout in accordance with Core Strategy policies EC 1, CC 1, CC 6, CC7, and CC8 and Paragraphs 126 and 130 of the NPPF.

Office Market Context

- 7.9 The following commentary has been prepared by Wisher Consulting Ltd.
- 7.10 Manchester has one of the largest centres outside of central London within the UK. The established office market is predominantly within central Manchester but also encompasses areas of the City of Salford close to the River Irwell.
- 7.11 The City Centre has been one of the most successful areas for employment growth in the UK in the last decade. Within Manchester, the city centre accounts for 44% of all employment within the City and is now the location of one in five jobs in the city region. The city has seen one of the largest natural growth rates in the UK with regard to employment, and continues to excel.
- 7.12 As employment within the City continues to grow there has been a clear demand for Grade A office floorspace as proposed as part of this application. To evidence this requirement, a Market Need & Economic Benefits Report has been prepared by Wisher Consulting to support this planning application.

Demand

- 7.13 Manchester city centre has been one of the most successful areas for employment growth in the UK in the last decade and has successfully delivered a significant scale of

new Grade A office space in order to meet occupier demands. The last five years saw an average take up of circa 504,000 sq ft per annum, with an average between 2011 and 2022 of 354,000 sq ft per annum.

7.14 In recent years, the following Grade A Office Schemes have been completed in the Central Business District, Spinningfields, St Johns and the Oxford Road corridor, with many achieving 50% letting success prior to completion:

- No.1 and No. 2 Circle Square – 212,000 and 145,000 sq ft (respectively);
- 100 Embankment – 166,00 sq ft;
- Manchester Goods Yard, Ent City – 315,000 sq ft;
- Globe & Simpson, Ent city – 85,000 sq ft;
- The Lincoln – 92,969 sq ft;
- 11 York Street – 78,812 sq ft; and
- Transmission – 46,980 sq ft.

7.15 Grade A take-up as a share of total take-up was 20% in the six years between 2011-2016 but had risen to 38% for the latest six-year period to 2022. The desire for an increase Grade A office is part of what a number of agents and commentators have labelled as a 'flight to quality' trend.

7.16 The flight to quality is partly driven by workforce amenity/workforce wellbeing demands in a post COVID-19 world:

- Offices are increasingly being used as a recruitment tool and a key feature in the race for talent, in what is a very tight labour market.
- Workplace wellbeing is especially vital to staff retention. A recent Gallup-Healthways poll found that millennials are 81% less likely to move jobs in the next year if their employer focuses on employee wellbeing.

7.17 An even bigger driver of the flight to quality is the high environmental standards that occupiers are increasingly seeking. Business culture has evolved rapidly in recent years, with most corporations now fully embracing sustainability goals in their values. For many

occupiers the highest environmentally accredited offices are now a necessity, in order to align with their overarching environmental and sustainability goals.

- 7.18 The threshold for what constitutes high quality environmental performance of an office building is rising continually, with relatively few within Manchester achieving the highest standards. It is therefore important that additional supply is delivered which can address this shortfall.

Supply

- 7.19 As of July 2022, 451,228 sq ft of existing new build Grade A office space was available within Manchester City Centre, with 2,000,006 sq ft in the pipeline.
- 7.20 Manchester city centre is currently able to point to 3.9 years worth of Grade A supply based on schemes with planning permission, and 5.3 years worth of Grade A supply when schemes without planning permission are also included, however it is widely considered that these figures will be required to increase to suit a 15 year plan period.
- 7.21 The site is located on the Spinningfields and St John's SRF border. Spinningfields has attracted an exceptionally strong portfolio of occupiers including both relocations into Manchester and organisations wishing to consolidate several regional functions into a single Manchester hub. This has been achieved through high quality design and public realm.
- 7.22 The Spinningfields effect has now carried over into the neighbouring St Johns and Enterprise City areas, where based on current data the only new Grade A availability in the Spinningfields and St Johns area is for 20,000 sq ft. At the time of writing, there are no further pipeline schemes that will add to this availability in the next five years.
- 7.23 The proposals will therefore contribute to the identified demand for office floorspace by providing a design of sustainable construction and operation, that provides flexible Grade A office floorspace and flexible Class E use at ground floor. The identified supply of Grade A office space at present within the immediate context of the site does not meet the identified demand. Therefore, the proposed development accords with Core Strategy policies EC 1 and CC 1.

Scale and Massing

- 7.24 Core Strategy policies DM1 and CC6 seek to ensure that developments are of an appropriate scale and massing having regard to the character of the surrounding area.

The proposed development has been carefully designed in terms of its scale and massing in order to respond to the sites immediate surrounding context and the wider context of Spinningfields and the wider St Johns Masterplan.

- 7.25 The proposed height of the development (16 storeys) responds to existing buildings located in the surrounding area which sees development of up to 26 storeys. The existing site as it currently stands does not respond to the context of redevelopment as seen through the sites surroundings and does not maximise brownfield land in a highly sustainable city centre location.
- 7.26 The proposals also respond to the wider context of significant redevelopment that is ongoing through Spinningfields, the St John's SRF and Enterprise City which sees development within the vicinity of the site up to 26 storeys.
- 7.27 The unique design of the stepping of the corner of the building adds relief to the overall mass of the building, but also provides an opportunity to address its most southern facing elevation with tenant accessed balconies.
- 7.28 The open truss inspired double height ground floor frontage, promotes an active public realm whilst providing a different and distinct rhythm to the more formal treatment above, while providing a connection through the joints sitting directly below the brick piers. The proposed scale of the ground floor mirrors the significant density of its existing surroundings.

Townscape and Visual Impact Assessment

- 7.29 In addition, a Town and Visual Impact Assessment (TVIA), prepared by Planit-IE has been submitted as part of this application.
- 7.30 The TVIA concludes that all receptors, when the development is completed, will be subject to either a neutral or beneficial effect as a result of the proposals and their description of impact.
- 7.31 The proposal can therefore be considered acceptable with regard to its impact of the wider context and surroundings.
- 7.32 Consequently, the proposed development will be of a scale and mass that is appropriate to the site's context and sympathetic to the surrounding built environment creating a scale that is in keeping with the context of surrounding office led development, and that of Spinningfields and the St Johns Masterplan.

Architectural Quality

- 7.33 Good design is emphasised to be a key aspect of sustainable development within national and local planning policy (NPPF paragraph 126, and policies CC 9, EN 1 of the Core Strategy).
- 7.34 The proposed development will be a landmark building made from high quality materials, craft and workmanship which will allow for the site to fully maximise its potential and reflect the emerging context of the wider area, including Spinningfields and the St Johns Masterplan area. The proposed architecture is modern and contemporary in appearance and proposes a distinct and landmark building with predominantly blue glazed brick.
- 7.35 The proposed materiality and brick of the proposals, present a contemporary twist on architectural quality considered standard within the City, with the façade expressing a new warehouse and industrial aesthetic with the glazing referencing the red terracotta tradition throughout Manchester.
- 7.36 Particular detail has been placed on the brick detail, with careful consideration of the percentage splits of brick across the vertical column detail and window cornice details to create a strong façade.
- 7.37 The high quality detail at ground floor level, with active frontage and open truss detail will allow for a visible public realm area and welcoming frontage, opening up the street scene at New Quay Street and Gartside Street.
- 7.38 In addition, the windows, formed of precast bays will provide an additional interest and depth to the façade, with specific cornice and window detailing repeating at every floor level to achieve ordered rhythm.
- 7.39 The principal elevation is to form the 'nose' of the building which connects New Quay Street and Gartside Street, with the frame forming the main entrance to the proposal with stepped and planted balconies located above. The architectural language is mirrored across all elevations of the proposal reflecting the new warehouse aesthetic.
- 7.40 Overall, the proposed development will deliver an exemplar and high quality building, which will fully maximise the design potential of the site, and positively contribute to the wider context of Spinningfields and St Johns Masterplan area. The proposals therefore accord with paragraphs 126 of the NPPF (2023), and policies CC 9, EN 1 of the Core Strategy.

Energy and Sustainability

- 7.41 An Energy Statement and Sustainability Statement has been prepared by Hoare Lee, alongside an Environmental Standards Statement which has been prepared by Watt Energy. These detail how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy to meet the policy requirements and Council targets whilst reducing its overall environmental impact.
- 7.42 The Energy and Sustainability Statement also demonstrates how the proposed development meets the relevant energy and climate change requirements.
- 7.43 The methodology and calculations for the Environmental Standards Statement are consistent with the MCC Appendix A Policy EN6 Energy Target Explanation, and any figures of predicted Energy Usage and CO2 reductions are quoted from the Energy and Sustainability Statement prepared by Hoare Lee.
- 7.44 In accordance with MCC's relevant planning documents and policies, the development is required to achieve a 9% reduction in carbon emissions over Part L 2013 of the Building Regulations, equivalent to a 15% reduction in carbon emissions over Part L 2010.s
- 7.45 The proposal has been developed with a fabric first approach; with U-values, design air permeability and building services efficiencies all significantly exceeding Building Regulations Part L 2010 standards. This approach demonstrates a holistic low energy design concept, involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development.
- 7.46 Furthermore, an LZC feasibility assessment has been carried out, with all viable technologies investigated for their suitability to the site and development. The chosen technologies are a solar photovoltaic (PV) array and air source heat pump system for domestic hot water and heating/cooling. The combined predicted carbon emissions savings of these two LZC technologies is 22.5%.
- 7.47 The development will also be adapting to climate change by incorporating sustainable drainage measures, protecting existing ecology, enhancing biodiversity where possible & providing cycle storage provision.
- 7.48 The energy strategy has been developed in accordance with the industry recognised Energy Hierarchy, Be Lean, Be Clean and Be Green, utilising the SAP 10 emission factors to present the results.

- Be Lean: The building fabric performance and engineering systems have been optimised in order to use less energy prior to the inclusion or consideration of Low and Zero Carbon (LZC) technology.
- Be Clean: The be clean step of the energy hierarchy refers to the use of 'clean energy supply'. This includes, but is not limited to, the use of Combined Heat and Power (CHP) and District Heat Networks. Because the majority of the building's energy is electrically fuelled i.e., chillers, fans, pumps and lighting the benefit of connecting or using a CHP system is limited. Given that the national grid is continually decarbonising, the use of gas systems are less preferential over electrically fuelled systems.
- Be Green: The final step of the energy hierarchy is to utilise low and zero carbon technology. The energy strategy identified that the use of Air Source Heat Pumps (ASHP) in combination with energy generating PV panels can provide a substantial reduction in regulated carbon dioxide emissions.

7.49 The energy strategy indicates that the Proposed Development achieves a 22.5% reduction over the Part L 2021 baseline and as such exceeds requirement in Policy EN6 within the Manchester Core Strategy document. The decarbonisation of the grid has resulted in the carbon intensity of mains gas being higher than for electricity, and therefore strengthening the argument that building services strategies moving forward should be electric led. The proposed energy strategy in this report reflects this philosophy and ties in closely with Manchester City Councils carbon zero 2028 / 2038 targets.

7.50 Furthermore, the proposals have followed The Design for Performance ('DfP') / NABERS rating system, which uses operational energy modelling from early design stages to assess the intended output of the proposed development's Landlord energy consumption and how this can be modified to allow for a more energy efficient design. The proposals target a 5.5* NABERS rating.

7.51 In addition, the proposals are targeting a minimum BREEAM rating of "Excellent", under the BREEAM 2018 New Construction scheme, which requires a score of at least 70%. At the time of submission, the scoring projections include a target score of 77.37%.

7.52 The proposals are also to adopt the WELL Building Standard, which focusses on the health and wellbeing of building occupants. Established in 2014, and revised in May 2018, WELL is structured around 10 concepts, based on a holistic view of health. The WELL Core methodology has been applied and the project is on track to achieve a 'Gold' rating (60 –

79 points) with the potential to achieve 'Platinum' (80 – 100 points and the maximum achievable).

Summary

- 7.53 In summary, the principle of the proposed development accords fully with the adopted Development Plan and current national planning policy, being high-quality, high-density development within a City Centre location, providing much needed Grade A Office floorspace in a highly sustainable and desirable location.
- 7.54 The site contributes to the wider objectives of the St Johns Masterplan and the regeneration context of Spinningfields and allows the site to maximise the potential of the site and respond to the immediate context, which in its existing form does not contribute to the regeneration of the area.
- 7.55 The proposed architectural quality of the building is modern and contemporary in appearance, proposing a unique and landmark design of glazed blue brick.
- 7.56 The development also promotes significant and sustainable operational energy performance, and encompasses a range of environmental assessment methods which include BREEAM, NABERS and WELL.

8 OTHER TECHNICAL CONSIDERATIONS

- 8.1 This section of the Statement summarises the technical considerations that have been addressed as part of this planning application.

Heritage and Conservation

- 8.2 A Heritage Statement has been prepared by Stephen Levrant Heritage Architecture Ltd in support of the application. This assesses the residual heritage interest of the existing site and evaluates the direct and indirect heritage impact of the proposals.
- 8.3 The building is not situated locally or nationally listed, and is not located within a Conservation Area. In its existing state as a building that was constructed c.2000, the site cannot be considered of any historical significance.
- 8.4 The Site's context is characterised predominantly by modern and late 20th century commercial buildings. The assessment used a 250m study to identify all heritage assets within the local setting of the Site. Within 250m of the Site boundary, there are three Conservation Areas (Castlefield Conservation Area, St John Street Conservation Area and Deansgate/Peter Street Conservation Area) and a total of 17 listed buildings.
- 8.5 Given the dense nature of the immediate surroundings of the site it is considered that the potential impact of the proposed development on its heritage context can only be limited to a selection of the heritage assets within the study area. Those identified within the study area comprise:
- Two Bollards at West and East End of St John's Passage (Grade II);
 - Former Grape Street Railway Bonded Warehouse (Grade II);
 - Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse (Grade II); and
 - Former Hydraulic Power Station in Grounds of City College (Grade II).
- 8.6 From the late 18th century the area the site and the surrounding area was formerly laid out with a number of smaller streets, including Back Quay Street to the south with Grindle Street to the north-east, Young Street to the east, with Gartside Street beyond that. The area had responded to Manchester's industrialisation, which intensified throughout the 19th century with a mixture of timber yards, slaughter yards and general engineering works making up the predominant uses around the site.

- 8.7 During the 20th Century the surrounding context developed with the construction of Granada Studios to the west side of Quay Street, as the headquarters of ITV between 1956 and 2013, and marked a culturally significant event in the evolution of Manchester post Second World War.
- 8.8 The origins of the Manchester College building which currently exists on the Site are derived in the early 19th century and the establishment of St. John's Sunday School which was opened to provide educational facilities for the children of local working families. In the late 19th century, a purpose-designed school building was built on the east side of Atherton Street and north side of Great John Street to the south of the Site. In the 1950s, the school had become the St John's and Openshaw Technical College, gradually merging with other educational facilities to become The Manchester College in 2008. The building on the Site became the St John's Campus of the Manchester College.
- 8.9 As noted above the effect of the proposals upon existing heritage assets is limited to indirect impacts due to the context and density of the immediate surroundings. A visual impact assessment prepared by Plan It has therefore been carried out which are helpful for illustrating and understanding the potential impact of the Proposed Development on the setting of nearby heritage assets.
- 8.10 The assessment concludes that due to the existing urban context of the Site, the Proposed Development is seen to fit comfortably into the townscape views as it reinforces the contemporary, commercial character of Quay Street and its environs. The assessment of local views has demonstrated that the effect of the Proposed Development on local heritage assets is limited, with neutral effects identified on most of the assets discussed.
- 8.11 Of the impact and assets identified within the sites parameters, the scale of impact is rated as Major, Moderate, Minor, Negligible or Neutral, with 1 x minor beneficial impact identified and 9 x neutral impacts.
- 8.12 The proposals are therefore considered acceptable in heritage terms and will herald further investment in this part of Manchester and make a positive contribution to its sense of vitality and regeneration. Consequently, the Proposed Development complies with national and local policy and with the requirements of Paragraph 190 of the NPPF.

Archaeology

- 8.13 An Archaeological Desk-Based Assessment has been prepared by Salford Archaeology to support this application. A summary of the findings is set out below.

- 8.14 The site has the potential to contain buried archaeological remains from the industrial period, in particular 18th- and 19th-century housing, and remains of the New Quay Street Baths. Any such remains that do exist within the site are likely to be of local significance therefore a suitable programme of mitigation is required.
- 8.15 Following consultation with the Greater Manchester Archaeological Advisory Service (GMAAS), it was agreed that an archaeological strip, map, and record evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent, and significance. A Written Scheme of Investigation has been prepared by Salford Archaeology and has been agreed with GMAAS.
- 8.16 Should significant archaeological remains be encountered during monitoring, further investigation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework (2012) and GMAAS.

Daylight Sunlight

- 8.17 A Daylight & Sunlight Amenity Impact Assessment Report has been prepared by Proximity to support this application. A summary of the findings is set out below.
- 8.18 The neighbouring receptor of importance to the assessment is the Leftbank Apartment building located to the north west of the site, and therefore the assessment focuses on the proposed impact of daylight and sunlight amenity upon this building.
- 8.19 With regard to daylight amenity, 97% of the 148 appraised rooms pass the BRE's NSL test, experiencing negligible reductions in daylight distribution that are unlikely to be noticed by room occupants. 30 rooms would experience reductions noticeable, however the significant majority of windows and rooms appraisals will remain adequately daylight. Where impacts are felt, this is commensurate with high density development of the context of the site and wider area.
- 8.20 With regard to sunlight, 121 rooms will continue to achieve the BRE's sunlight targets for annual and winter sunlight, 6 rooms would achieve targets considered acceptable and 21 rooms will hit all targets bar the winter requirement.
- 8.21 In conclusion, the impact of the proposed development on the daylight and sunlight amenity of the neighbouring Leftbank Apartment building is predominantly negligible and not significant. Impacts of the proposals, where present can be considered appropriate and expected given the site context within a dense, city centre location. The proposed

development can therefore be considered compliant with Core Strategy Policy DM 1 and Saved Policy DC26.1 of the UDP.

Noise

- 8.22 A Noise Assessment Report has been prepared by Hoare Lea to support this application. A summary of the findings is set out below.
- 8.23 An environmental noise survey was carried out in May 2022 to measure background sound levels.
- 8.24 Based on BS 4142:2014 and Manchester City Council guidance, all plant, equipment and machinery associated with the development shall be controlled to ensure that the overall sound pressure levels at 1 m from the façade of the nearest noise sensitive premises do not exceed L_{Ar,T} 45 dB during the daytime (07:00 to 23:00 hrs) and L_{Ar,T} 41 dB during the night (23:00 to 07:00 hrs). If the plant contains any tonal characteristics a further correction will be required.
- 8.25 Plant noise limits have been proposed based on an environmental noise survey undertaken, and Local Authority guidance. Based on the current plant selections, the noise limits are considered achievable, subject to detailed design development and final plant selections.
- 8.26 The proposed usage for the rooftop amenity space is deliver a range of health and wellbeing and networking events. As a result of these uses, any amplified sound emissions from the rooftop and balcony spaces will be limited so as not to exceed noise limits, effecting nearby residential receptors, as set by MCC criteria.
- 8.27 In addition, the use and operational hours of the rooftop amenity space will be subject to details set out within an approved operational statement, to be conditioned alongside the decision of this application.
- 8.28 Amplified sound emissions limits have been proposed based on the environmental noise survey results and Local Authority guidance. These shall be complied with should any amplified music play or live sound be implemented as part of the scheme.
- 8.29 The proposals can therefore be considered compliant with Core Strategy Policy DM 1, and paragraphs 174 and 185 of the NPPF.

Air Quality

- 8.30 An Air Quality Assessment has been prepared by BWB to support this application. A summary of the findings is set out below.
- 8.31 Consultation was undertaken with the Environmental Health and Protection Department at MCC in which the proposed assessment methodology was agreed.
- 8.32 A qualitative construction phase dust assessment was undertaken in accordance with IAQM guidance and measures were recommended to minimise emissions during construction activities. The impact of construction phase dust emissions was deemed to be 'not significant' through the implementation of mitigation measures.
- 8.33 The Institute of Air Quality Management and Environmental Protection UK two stage screening process determined that the proposed development trip generation did not exceed the relevant screening criteria; and therefore, a detailed dispersion modelling of development-generated road traffic was not required.
- 8.34 The proposals do not propose any sensitive uses, however concentrations of NO₂, PM₁₀ and PM_{2.5} were predicted across the site to inform the ventilation strategy. Pollutant concentrations were predicted to be below the relevant current air quality objectives for England and therefore the proposed mixed-mode ventilation strategy was considered to be acceptable.
- 8.35 Based on the assessment results, the impact of the proposed development on local air quality is considered to be not significant and therefore compliant with Policy EN 16 of the Core Strategy and Paragraph 186 of the NPPF.

Flood Risk and Drainage

- 8.36 A Detailed Drainage Strategy has been prepared by Curtins and has been submitted as part of this application.
- 8.37 The nearest watercourse to the site is the River Irwell approximately 105m north-west of the site. The Bridgewater Canal is located approximately 350m south of the site.
- 8.38 The site is located within Flood Zone 1 for which a 'Less Vulnerable' development is deemed to be appropriate. As the site area is smaller than 1ha and the site is within a Flood Zone 1, a Flood Risk Assessment is therefore not required to support the planning application. However, as the proposals are deemed a major application, a detailed drainage strategy is required.

- 8.39 Due to the categorisation as a 'Less Vulnerable' development, a sequential test is not required.
- 8.40 With regard to the drainage strategy a separate foul and surface water system is proposed. The proposed foul drainage from ground floor level and above will be collected and discharged via suspended pipework and discharged to the surrounding public sewer network by gravity.
- 8.41 With regard to surface water, the existing site is currently 100% impermeable, draining to the existing combined public sewer system. United Utilities have confirmed in their pre-development enquiry response that flows from the development can be accommodated within the public combined sewer.
- 8.42 Therefore, the proposed development accords with Policy EN 14 of the Core Strategy and paragraph 159 of the NPPF. Consequently, the Assessment concludes that the development of the site should not be precluded on flood risk grounds.

Crime Impact

- 8.43 A Crime Impact Statement has been prepared by Design for Security at Greater Manchester Police to support this application. A summary of the findings is set out below.
- 8.44 The site was assessed against the principles of 'Crime Prevention Through Environmental Design' (CTPED) in order to reduce the presence of crime and fear of crime.
- 8.45 The CIS recognises that the proposed development will provide significant benefits which include:
- A proposal for an office led scheme in an area of similar uses, unlikely to have detrimental effects on the existing community.
 - The design of the proposals offer additional activity and natural surveillance, with the glazed facades offering surveillance opportunities and artificial light on the public realm.
 - The proposal is designed with security measures built in rather than taking a retrofit approach.
- 8.46 Following the issue and recommendations of the initial report, the below has been incorporated into the design and has been confirmed, to increase the proposals suitability regarding security:

- Introduction of a 2.4m high mesh fence and access controlled gates will restrict the use of the access between the existing NCP Car Park and the northern elevation, to maintenance and cycle access only.
- Additional CCTV.
- The roof top amenity of the proposals will be restricted to tenant and guest usage, with access controlled via speed gates and lifts.

8.47 Overall, the layout of the proposed scheme is considered acceptable and provides the opportunity to include security features built into the design and construction of the building and avoid retrofitted security measures that could increase the fear of crime.

8.48 The proposed development has been designed to be safe and secure for prospective users and has incorporated the measures recommended by GMP to contribute to the prevention of and fear of crime, in accordance with Core Strategy Policy DM 1

Ecology

8.49 A Preliminary Ecological Appraisal has been prepared by Tyler Grange to support this application. A summary of the findings is set out below.

8.50 Due to the absence of semi-natural habitat within or adjacent to the site, the proposals would not result in any adverse impacts on statutory or non-statutory nature conservation sites, notable habitats or other protected/notable species other than roosting bats and nesting birds. The building at the site did not contain any features suitable for roosting bats. Subsequently, the ecological enhancement of the site has been recommended through the provision of on-site bird and bat boxes.

8.51 The proposed development at the site is therefore unlikely to result in any impact on individual bats or local bat populations and no further surveys to support this assessment are considered necessary.

8.52 As no biodiversity has been identified on site, a gain cannot be calculated from the base rate of 0%. Therefore the site is exempt from any requirement to demonstrate as such.

8.53 The proposals can therefore be considered compliant with Policy EN 15 of the Core Strategy and paragraph 174 of the NPPF.

Ground Conditions

- 8.54 A Phase 1 Preliminary Risk Assessment has been prepared by Curtins to support this application. A summary of the findings is set out below.
- 8.55 The site is situated in Manchester city centre, which is identified as a moderate risk area. The site is approximately 100m east of the River Irwell and Salford which are identified as High-risk areas for unexploded ordnance (UXO).
- 8.56 The initial ground contaminated assessment found that the risk from potential contamination is considered to be moderate/low due to the site's previous developments and historical use. The risk posed to groundwater and surface water features is moderate / low and very low (respectively) due to the lack of potable groundwater abstractions and distance to the nearest surface water feature.
- 8.57 The risk posed to end-users from ground generating gases is considered to be moderate due to the anticipated extent of the made ground and the back-filled Brunswick Canal Basin located 50m south of the site.
- 8.58 Overall, it is suggested that a detailed unexploded ordnance risk assessment, intrusive ground investigation, a GQRA and ground gas monitoring works are undertaken prior to any development taking place.
- 8.59 Subject to the above recommendations, the proposed development will accord with Policy EN 18 of the Core Strategy and paragraph 183 of the NPPF.

Ventilation and Extraction

- 8.60 A Ventilation and Extraction Statement has been prepared by Hoare Lee and submitted as part of this application. It provides a description of the supply and extract ventilations strategies to be employed throughout the internal areas within the proposed building, as well as the air intake and discharge strategies to the external of the proposals.
- 8.61 The proposals will utilise a combination of central air handling units, proving fresh air to the tenant office areas, alongside heat recovery devices to meet Building Regulations Part L.
- 8.62 The core of the building will utilise a central balanced air handling system, and the ground floor using a combination of a fresh air mechanical supply and extract ventilation system, alongside local heat recovery units.
- 8.63 The ground floor areas, including the amenity spaces and open plan seating areas are to be provided with full fresh air mechanical supply and extract ventilation to meet building

regulations Part F. Local heat recovery units (HRUs) will be provided to a number of zones, each connecting to high level louvres within the ground floor façade to intake and discharge air.

- 8.64 The entrance lobby and reception will be passively ventilated via the local circulating doors which shall introduce air due to frequent usage during occupied hours.
- 8.65 As the proposals allow for the flexibility of commercial uses within Class E at ground floor, the design allows flexibility to accommodate a prospective F&B tenant through a localised HRU.
- 8.66 The roof pavilion will be provided with full fresh air mechanical supply and extract ventilation.
- 8.67 For exhaust emissions, the proposals will employ diesel powered life-safety generators and pump sets.

Transport and Access

- 8.68 A Transport Statement and Framework Travel Plan have been prepared by Mode Transport and submitted as part of this application.

Accessibility

- 8.69 As detailed within Section 3 of this Planning Statement, the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on foot and offers realistic and usable alternative to single occupancy cars. The development is therefore proposed as a 'car free' scheme, with opportunity if require for uses to utilise the ample supply of existing car park within the vicinity of the site, including the NCP 'Spinningfields' Multistorey car park which sits adjacent to the site to the north.

Trip Generation and Traffic Impact

- 8.70 To assess the traffic impact of the development proposals, a trip comparison exercise has been undertaken between the existing buildings and the proposed development. The trip generation exercise is based on trip rates derived from the TRICS database to establish the existing and anticipated traffic movements generated by the existing buildings and development proposals.
- 8.71 The proposed development will generate 126 two-way trips during the AM peak hour and 129 two-way trips during PM peak hour. As part of the on-site scoping discussions with

MCC Highways it was agreed that whilst the trip generation is above the threshold normally considered for a highways impact assessment, the lack of car parking provision, proposed cycle parking provision, sustainable accessibility of the site and the use of a Travel Plan is likely to reduce the number of expected car trips to the site and therefore no further assessment is required.

Road Safety

- 8.72 Personal Injury Collision (PIC) data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year period, between 2017 and 2021. The study area includes the New Quay Street, Quay Street and Gartside street.
- 8.73 The PIC data shows that there have been 3 collisions recorded in the study area. No fatal and only one serious collision have been reported on the local highway network during the study period.
- 8.74 Analysis of the PIC data demonstrates that there are no significant collision clusters within proximity of the site. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.
- 8.75 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.
- 8.76 Overall, the proposed development accords with Core Strategy policies T 1, T 2, CC 5, and paragraphs 110, 112 and 113 of the NPPF (2023).

TV Reception

- 8.77 A Television and Radio Baseline Survey Report has been prepared by Pager Power to support this application. A summary of the findings is set out below.
- 8.78 The result of the baseline survey suggests there is no reason to install pre-emptive mitigation. It is likely that no adverse effects will occur due to the current reception quality in the surrounding area and the scarcity of residential receptors at a low height in the immediate shadow zone.
- 8.79 If, in the unlikely event that interference was to be reported, mitigation would be possible on the site through the installation of a satellite television receiver; upgrading or elevating the existing aerial; or using an alternate transmitter would be acceptable options.

Wind

- 8.80 A Wind Microclimate Assessment prepared by Windtech has been prepared and submitted to accompany this application.
- 8.81 The assessment test four scenarios which include:
- Scenario 1 – The Existing Site with Existing Surrounds;
 - Scenario 2 – The Proposed Development with Existing Surrounds;
 - Scenario 3 – The Proposed Development with Future Surrounds; and
 - Scenario 4 - The Proposed Development with Existing Surrounds and Mitigation.
- 8.82 The assessment concludes that without mitigation, the wind conditions for all scenarios are considered safe in all areas and suitable for the intended use in most areas. Where some areas are considered 'unsuitable' for the intended use, it is important to note that the wind conditions are only one category above the comfort requirement.
- 8.83 With mitigation on the elevated levels, the wind conditions on the elevated levels improve and remain safe. Again however, there are some areas where the wind conditions remain unsuitable for the intended use.
- 8.84 Areas where the conditions are considered unsuitable are areas of the development unlikely to be significantly utilised as they comprise secondary entrances to the site and fire exits.
- 8.85 Without mitigation, the wind conditions are safe in all areas and suitable for the intended use in most areas.
- 8.86 Overall, the proposed development will not result in any significant adverse wind effects and conditions are expected to be suitable for all intended uses, in accordance with Core Strategy Policy EN 2.

Summary

- 8.87 This section of the SPS has demonstrated the suitability of the proposals with regard to:
- Air Quality;
 - Archaeology;

- Crime Impact;
- Daylight and Sunlight;
- Ecology;
- Flood Risk and Drainage;
- Ground Conditions;
- Heritage and Conversation;
- Noise;
- Ventilation and Extraction;
- Transport and Access;
- TV Reception; and
- Wind.

9 SUSTAINABLE DEVELOPMENT

- 9.1 The overarching policy objective of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF indicates that there are three dimensions to sustainable development: economic, social and environmental. An assessment of the proposals against the three dimensions of sustainable development, as defined in the NPPF, are provided below.

Economic

- 9.2 The proposed development will contribute towards building a strong, responsive and competitive economy. Specifically, the proposed development will:
- Provide new Grade A office accommodation that meets the demands of perspective occupiers and current demand within the City Centre office market;
 - Provide flexible commercial ground floor uses (Use Class E) which will attract people to this part of the City and in turn increase footfall and expenditure;
 - Increase the number of higher skilled and higher paid jobs, based on high productivity employment and contribute towards economic growth;
 - Create more than 850 FTE jobs on and offsite construction jobs per annum, with an estimated construction value of £78 million.
 - Deliver more than 1490 new FTE jobs once operational; and make a significant contribution to Manchester's economy through business rates.

Social

- 9.3 The proposed development will support the creation of a strong, vibrant and healthy community. In particular the proposed development will:
- Create an active ground floor use which enables people to meet in a work or social context and which generally encourages social interaction;
 - Deliver office accommodation which offers high quality facilities including break out areas, rest rooms and spacious floor plates enhancing physical and emotional well-being for employees and visitors of the building;
 - Provide rooftop amenity space, which can be enjoyed as amenity space by users of the building;

Environmental

9.4 The proposed development will not result in significant harm to the natural environment and will help to improve biodiversity. In particular, the proposed development will:

- Contribute positively to sustainability through its design and function;
- Be an exemplar building made from high quality materials, craft and workmanship, which will become a landmark in the City and intends to lead the development of future office buildings;
- Encompass sustainable design, targeting BREEAM 'Excellent', NABERS 5.5* and WELL Platinum
- Provide rooftop amenity space, which can be enjoyed as amenity space by users of the building; and
- Make best use and utilise the site to improve the aesthetic and design of its surroundings and contribute to the wider regeneration of the sites context.

Summary

9.5 Overall, the proposed development represents sustainable development, in accordance with Paragraph 8 of the NPPF, and will deliver numerous economic, social and environmental benefits.

10 SUMMARY AND CONCLUSION

10.1 This SPS has been prepared by Asteer Planning LLP on behalf of HBD in support of an application for full planning permission at Land bound by New College Street, New Quay Street, NCP Car Park and Gartside Street, otherwise known as “St Johns Campus”.

10.2 The description of development is as follows:

“Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements.”

Site and Surrounding Area

10.3 The former St John’s Campus (‘the site’) comprises a part 4, part 5 storey building of red brick construction located within Manchester City Centre, and extends to approximately 0.16ha. The Manchester College formerly occupied the building, but have since relocated to a new site within the Green Quarter of Manchester.

10.4 The site sits on the border of the St John’s and Spinningfields SRF areas, which seen a strong pipeline for development and increased height through significant redevelopment in recent years. Enterprise City is located adjacent to the site, which will see development up to 36 storeys.

10.5 To the south of the site sits a number of office and residential buildings of varied height up to 15 storeys.

Pre Application Engagement

10.6 The Applicant has undertaken extensive pre application consultation with MCC Officers over a two year period to inform a detailed and high quality design.

10.7 Pre application engagement has also taken place with Local Ward Councillors of the Deansgate Ward and a virtual public consultation exercise.

Proposed Development

10.8 The proposal is for the demolition of the existing buildings on site and to erect a high quality, sustainably constructed 16 storey office building with public and private amenities at ground and roof level. The scheme seeks to deliver approximately 278,512 sqft (gross) of new commercial office space.

- 10.9 The proposed development has been designed with due regard given to the site's surroundings and the technical assessments undertaken by the Applicant's project team. Overall, the proposals will deliver a high-quality mixed-use development and considerable public realm improvements, which will make a positive contribution to the immediate and wider area.

Relevant Planning Policy Framework

- 10.10 Section 6 outlines the relevant adopted and emerging planning policy framework and guidance at a local and national level. The site is located within the City Centre, Regional Centre and Spinningfields SRF Area. The sections details the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site.

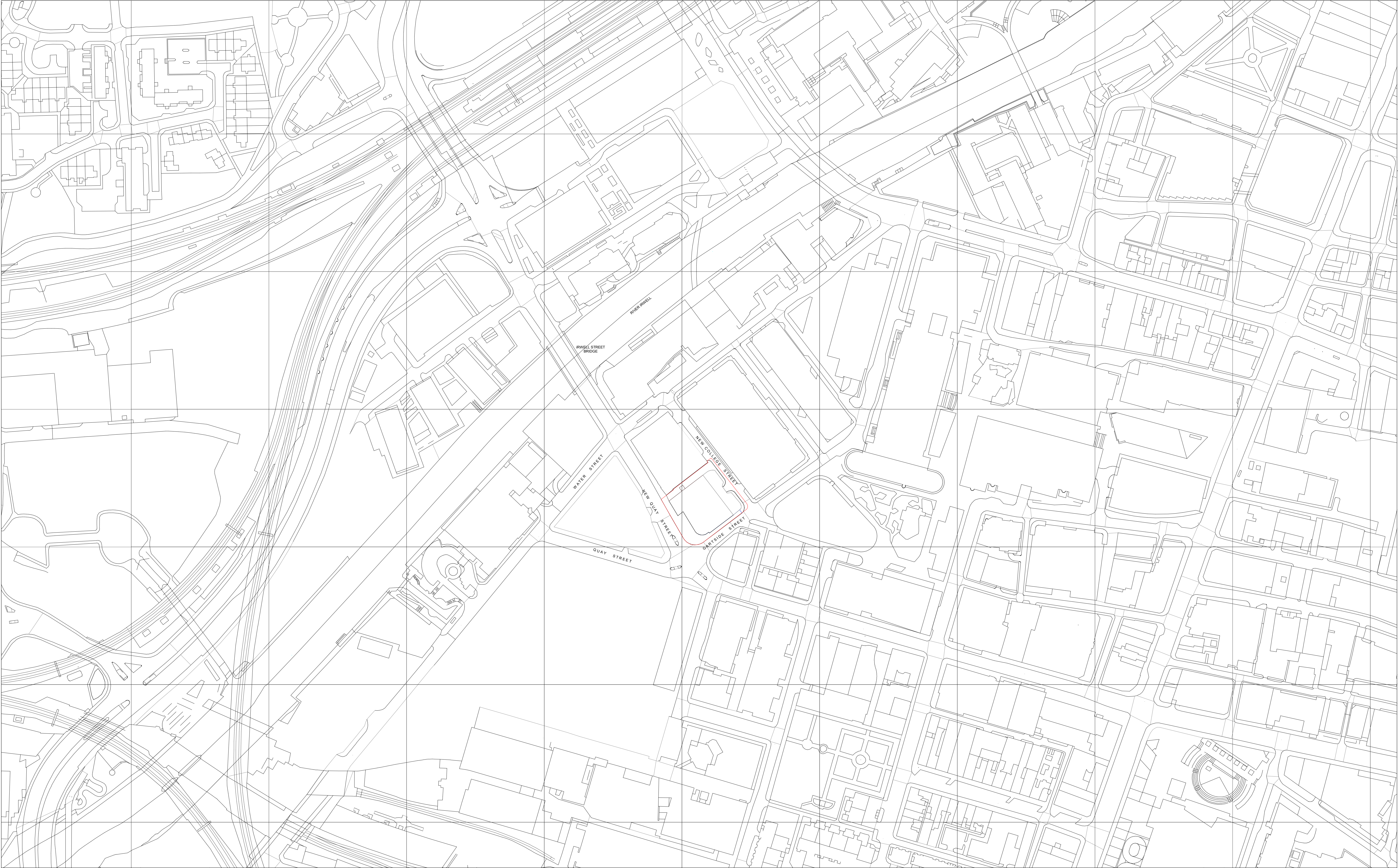
Planning Assessment

- 10.11 Section 7 of this SPS assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2023). Section 38(6) of the Compulsory Purchase Order Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 10.12 The proposed development fully accords with the relevant policies as listed and assessed within Section 7, from those relevant within the Core Strategy (2012), Saved Policies of the UDP (1995) and NPPF (2023).
- 10.13 In addition, the development comprises sustainable development in accordance with Paragraph 8 of the NPPF (2023), and will deliver numerous economic, social and environmental benefits as detailed within Section 9 of this SPS.

Summary

- 10.14 In summary, the principle of the proposed development accords fully with the adopted Development Plan for MCC and current national planning policy, being high-quality, high-density development within a City Centre location, contributing towards a demonstrated need for office development within Manchester. Furthermore, the proposed development will make a positive contribution to MCC's regeneration objectives, delivering numerous environmental, economic and social benefits.

APPENDIX 1 – SITE LOCATION PLAN



Keyplan

North

Scale bar

0 12.5 25 37.5 50 62.5 75

SCALE 1: 1250 m

Notes:

Do not scale off this document/drawing/model for any purposes other than those required in connection with the application for planning consent for the project.

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Planning Application Boundary

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Colloco

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Site Location Plan

Scale @A1	Status	Suitability	Revision
As indicated	Planning	S2	P01

Project Code	Originator	Zone	Level	Type	Rate	Class	Number
11383	EPR	00	00	DR	A	01	0400

No.	Revision	Date	Initial	Chk'd
P01	Issue for Planning	Sep123	RW	JAJ

APPENDIX 2 - DRAWING SCHEDULE

Plan/Document Title	Date/Reference	Author
Site Location Plan	11383-EPR-00-00-DR-A-01-0400	EPR Architects
Proposed Site Plan	11383-EPR-00-00-DR-A-01-0401	EPR Architects
Proposed Rooftop Pavilion Elevations	11383-EPR-00-00-DR-A-04-0505	EPR Architects
Proposed Section AA	11383-EPR-00-00-DR-A-05-0500	EPR Architects
Proposed Section BB	11383-EPR-00-00-DR-A-05-0501	EPR Architects
Proposed Section CC	11383-EPR-00-00-DR-A-05-0502	EPR Architects
Existing First Floor	11383-EPR-00-01-DR-A-02-0301	EPR Architects
First Floor Demolition	11383-EPR-00-01-DR-A-02-0401	EPR Architects
Proposed First Floor	11383-EPR-00-01-DR-A-02-0501	EPR Architects
Existing Second Floor	11383-EPR-00-02-DR-A-02-0302	EPR Architects
Second Floor Demolition	11383-EPR-00-02-DR-A-02-0402	EPR Architects
Proposed Second Floor	11383-EPR-00-02-DR-A-02-0502	EPR Architects
Existing Third Floor	11383-EPR-00-03-DR-A-02-0303	EPR Architects
Third Floor Demolition	11383-EPR-00-03-DR-A-02-0403	EPR Architects
Proposed Third Floor	11383-EPR-00-03-DR-A-02-0503	EPR Architects
Proposed Fourth Floor	11383-EPR-00-04-DR-A-02-0504	EPR Architects
Proposed Fifth Floor	11383-EPR-00-05-DR-A-02-0505	EPR Architects
Proposed Sixth Floor	11383-EPR-00-06-DR-A-02-0506	EPR Architects
Proposed Seventh Floor	11383-EPR-00-07-DR-A-02-0507	EPR Architects
Proposed Eighth Floor	11383-EPR-00-08-DR-A-02-0508	EPR Architects
Proposed Ninth Floor	11383-EPR-00-09-DR-A-02-0509	EPR Architects
Proposed Tenth Floor	11383-EPR-00-10-DR-A-02-0510	EPR Architects
Proposed Eleventh Floor	11383-EPR-00-11-DR-A-02-0511	EPR Architects
Proposed Twelfth Floor	11383-EPR-00-12-DR-A-02-0512	EPR Architects
Proposed Thirteenth Floor	11383-EPR-00-13-DR-A-02-0513	EPR Architects

Proposed Fourteenth Floor	11383-EPR-00-14-DR-A-02-0514	EPR Architects
Proposed Fifteenth Floor	11383-EPR-00-15-DR-A-02-0515	EPR Architects
Proposed Sixteenth Floor	11383-EPR-00-16-DR-A-02-0516	EPR Architects
Proposed Basement Floor	11383-EPR-00-B1-DR-A-02-0499	EPR Architects
Existing Ground Floor	11383-EPR-00-GF-DR-A-02-0300	EPR Architects
Ground Floor Demolition	11383-EPR-00-GF-DR-A-02-0400	EPR Architects
Proposed Ground Floor	11383-EPR-00-GF-DR-A-02-0500	EPR Architects
Existing Elevation North East	11383-EPR-00-NE-DR-A-04-0303	EPR Architects
Existing Elevation North East Demolition	11383-EPR-00-NE-DR-A-04-0403	EPR Architects
Proposed Elevation North East	11383-EPR-00-NE-DR-A-04-0503	EPR Architects
Existing Elevation North West	11383-EPR-00-NW-DR-A-04-0302	EPR Architects
Existing Elevation North West Demolition	11383-EPR-00-NW-DR-A-04-0402	EPR Architects
Proposed Elevation North West	11383-EPR-00-NW-DR-A-04-0502	EPR Architects
Proposed Roof Plan	11383-EPR-00-RF-DR-A-04-0517	EPR Architects
Proposed South Balconies Elevation	11383-EPR-00-S-DR-A-04-0504	EPR Architects
Existing Elevation South East	11383-EPR-00-SE-DR-A-04-0301	EPR Architects
Existing Elevation South East Demolition	11383-EPR-00-SE-DR-A-04-0401	EPR Architects
Proposed Elevation South East	11383-EPR-00-SE-DR-A-04-0501	EPR Architects
Existing Elevation South West	11383-EPR-00-SW-DR-A-04-0300	EPR Architects
Existing Elevation South West Demolition	11383-EPR-00-SW-DR-A-04-0400	EPR Architects
Proposed Elevation South West	11383-EPR-00-SW-DR-A-04-0500	EPR Architects
GF Levels A1 Landscape	2875-PLA-00-GF-DR-L-3001	Planit I.E.
GF Landscape GA A1 Landscape	2875-PLA-00-GF-DR-L-0001	Planit I.E.
Typical Balcony GA A3 Landscape	2875-PLA-00-ZZ-DR-L-0001	Planit I.E.
Level 16 Roof Terrace Details A1 Landscape	2875-PLA-00-16-DR-L-5002	Planit I.E.
Level 16 Roof Terrace Softworks A1 Landscape	2875-PLA-00-16-DR-L-2001	Planit I.E.
Level 16 Roof Terrace Landscape GA A1 Landscape	2875-PLA-00-16-DR-L-0001	Planit I.E.

APPENDIX 3 – EMERGING DEVELOPMENT PLANNING HISTORY

Salford Central Station / River Irwell

References	Building Name	Proposal	Storey Height	Status
13/63809/REM	NCP Salford New Bailey	Details of reserved matters application for access, appearance, landscaping, layout and scale for development of Plot B1 for a Multi-Storey Car Park, associated access and junction works, landscaping and ancillary works pursuant to outline planning permission 09/57950/EIAHYB	9	Approved 11 th November 2013
15/66404/REM	The Slate Yard	Details of reserved matters for access, appearance, landscaping, layout and scale for development of Plot A5 for erection of an 11-storey building to provide 90 apartments (use class C3); together with associated ancillary facilities, servicing, access, parking, landscaping and public realm, pursuant to outline planning permission 09/57950/EIAHYB	11	Approved 16 th July 2015
15/67019/REM	Graphite Building	Details of reserved matters application for access, appearance, landscaping, layout and scale for development of Plot A6 for erection of a 16-storey building to provide 135 apartments (use class C3); together with associated ancillary facilities, servicing, access, parking, landscaping and public realm, pursuant to outline planning permission 09/57950/EIAHYB	16	Approved 3 rd December 2015

16/67779/FULEIA	Riverside	Demolition of existing buildings, erection of a 35 storey residential building (Use Class C3), consisting of 318 apartments and mezzanine floor, residential amenity areas and commercial unit (Use Classes A1, A2, A3, A4, B1, D2), (404sqm floor space), public realm and landscaping, access and servicing arrangements and associated works, and construction of new entrance to office building	35	Approved 28 th September 2016
16/68199/REM	2 New Bailey	Reserved matters application for the access, appearance, landscaping, layout and scale for the development of Plot B5/B6 for erection of an 11 storey building to provide circa 24,400sqm of B1 office floorspace and 833sqm of flexible commercial floorspace with associated ancillary facilities, servicing, access, landscaping and public realm, pursuant to outline planning permission 09/57950/EIAHYB	11	Approved 7 th October 2016
17/70082/REM	Flint Building	Details of reserved matters for access, appearance, landscaping, layout and scale for development of Plot A7 for erection of a 21-storey building to provide 199 apartments (use class C3); together with associated ancillary facilities, servicing, access, landscaping and public realm, pursuant to outline planning permission 16/68325/OUT	21	Approved 24 th July 2017
17/70439/REM	NCP Stanley St Car Park	Details of reserved matters application for access, appearance, landscaping, layout and scale for development of Plot A2 for a Multi-Storey Car Park, associated access and junction works, landscaping and ancillary works pursuant to outline planning permission 16/68325/OUT	9	Approved 21 st September 2017

19/73721/REM	Novella	Details of reserved matters for access, appearance, landscaping, layout and scale for development of Plot C1 for the erection of a 23-storey building with associated 6-storey podium block to provide 211 apartments and ground floor commercial uses, together with associated ancillary facilities and servicing pursuant to outline planning permission 16/68325/OUT	21	Approved 7 th October 2019
21/78277/FUL	Ralli Quays	Demolition of existing buildings and the erection of a 12-storey office building (Use Class E(g)) and a 16-storey hotel building (Use Class C1) with associated ancillary facilities, servicing, means of access, landscaping and public realm.	12	Approved 8 th December 2022
20/76306/FUL	Eden	Demolition of existing on-site structures and the development of an office building including ground floor unit (for shop, financial/professional services, restaurant/cafe, drinking establishment, hot food takeaway, business or leisure use) together with associated landscaping, highways and other works. Plot A3, New Bailey Salford M3 5EN	12	Approved 8 th February 2021
20/75571/FUL	Four New Bailey	Erection of a 10-storey B1(a) office building with flexible ground floor commercial units (A1/A2/A3/A4/B1) with associated ancillary facilities, servicing, means of access, landscaping and public realm	10	Approved 19 th October 2020

22/79867/REM	Plot C2 (Novella)	Details of reserved matters for access, appearance, landscaping, layout and scale of development for plot C2 associated with outline planning permission 16/68325/OUT (as amended by NMA ref: 18/72788/NMA and 22/79827/NMA) for the construction of a 23 storey residential apartment building comprising 196 no. 1 to 3 bedroom units with amenity space at ground level and level 22, and associated landscaping.	23	Approved 7 th October 2022
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St Johns / Enterprise City

References	Site	Proposal	Storey Height	Status
121511/FO/2018	Manchester Goods Yard/ No.1 Grape Street	Erection of two buildings comprising: 11 storey mixed use building (including ground and mezzanine) comprising workspace (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or D2) and rooftop amenity spaces known as Manchester Goods Yard; and, a further 10 storey mixed use building (including ground) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4 and / or D2) known as No.1 Grape Street, above two levels of basement parking for 391 cars and cycle storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works.	11	Approved 14 th December 2018

121721/FO/2018	The Globe Building	Erection of a 9 storey building (including ground) comprising workspace (Use Class B1) and flexible commercial floorspace at ground level (Use Class A1, A3 and / or B1), referred to as Building 2, above basement level for car and cycle parking, together with new public realm, landscaping, provision of external seating areas, access and other associated works.	9	Approved 18 th Jan 2019
127612/FO/2020	Old Granada Studios	Part redevelopment and part refurbishment including the conversion of the existing Granada House building into a 175 bed hotel (Use Class C1) with associated private members club (Sui Generis); and erection of new single storey rooftop bar and restaurant (Use Classes A3 and A4); external terrace and rooftop pool in addition to the erection of a new ten storey building for office (Use Class B1) and ground floor retail or workspaces (Use Class A1/A3 and/or B1); retention of Studios for current use as filming studios (Use Class B1) and erection of modular workspaces (Use Class B1) with associated access and servicing arrangements; public realm and other associated works	11	Approved 16 th November 2020
126648/FO/2020	Union by Vita Living	Full Planning Permission for the erection of 36 storey plus basement level mixed use building comprising co-living units, amenity space and flexible commercial space (Sui Generis), co-work (Use Class B1), landscaping, access and other associated works.	36	Approved 16 th November 2021

Spinningfields

References	Building Name	Proposal	Storey Height	Status
059972/FO/CIT Y1/00	Leftbank	059972/FO/CITY1/00	15	Approved 26 th October 2000
067052/FO/CIT Y1/03	Manchester Civil Justice Centre	Construction of a Civil Justice Centre (sui generis) with ancillary car parking, related access, servicing, public open space and associated works	17	Approved 20 th March 2003
079563/FO/2006/C1	3 Hardman Street	Erection of an office building (use class B1) with ground floor retail (use classes A1,A2,A3 and A5) and basement car parking with related access, servicing, landscaping and associated works	16	Approved 19 th July 2006
104702/FO/2014/C1	No.1 Spinningfields	Demolition of Quay House and redevelopment of the site for the erection of a 20 storey building comprising offices (class B1) on the upper floors, with a restaurant (Class A3) at Level 18, retail (Class A1), restaurant and cafe uses (Class A3) at ground floor, basement car and cycle parking, and related highways, access, servicing, landscaping, roof top plant and associated works.	20	Approved 13 th May 2014

APPENDIX 4 – PLANNING HISTORY

Reference	Proposal	Status
059640/FO/CITY1/00	Re-building of adult education centre after demolition of existing building.	Approved 31 st August 2000
064026/AO/CITY1/02	2 Internally illuminated "Mancat" box signs	Refused 13th March 2002
114525/AO/2016	Retrospective application for replacement signage graphics within 2 existing signage frames fixed to building. Signs are non-illuminated.	Refused and Enforced 18th May 2017

APPENDIX 5 – CONSULTATION LEAFLET



HBD

St John's Campus

2 New Quay Street, Manchester, M3 3BE



HBD would like to notify you of our exciting plans for the redevelopment of St John's Campus formerly known as The Manchester College.

The site is located at the intersection of Quay Street, New Quay Street and Gartside Street. The existing building was part of the early development stages of the Spinningfields Masterplan and was previously occupied by The Manchester College who have since relocated to their new site at Trinity Way. An opportunity now exists to respond to the surrounding context and create a landmark building which will deliver Grade A office floorspace, creating a significant amount of jobs and economic benefits for the City.

We are currently preparing a detailed planning application to be submitted to Manchester City Council and we would welcome your feedback on the draft proposals. To have your say please provide your feedback by 24th September 2023 using the details below. There will be a further opportunity to comment on the final proposals through Manchester City Council's own formal consultation process once the planning application has been submitted.

By Email: StJohns@asteerplanning.com

By Phone: 07710 547647

By Post: Asteer Planning, Mynshulls House,
14 Cateaton Street, Manchester, M3 1SQ

The proposals comprise the demolition of the existing buildings and the erection of a 16-storey office building.

Approximately 278,000 sq ft of high-quality Grade A office space with a focus on sustainability and wellness

Approximately 14,000 sq ft of active and flexible ground floor space, including the opportunity for food and beverage uses for use by occupiers and the passers by

Net zero carbon and BREEAM Excellent development



APPENDIX 6 – MCC WASTE PROFORMA

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number:

Date Submitted:

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	
Pulpable Recycling	140 / 240	1 x wheeled bin	
Mixed Recycling	140 / 240	1 x wheeled bin	
Garden Waste	140 / 240	1 x wheeled bin	
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	please refer to page 79 of the Design and Access Statement
Pulpable Recycling -	
Mixed Recycling -	
Food Waste -	
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	☒
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Mixed Use Developments

Are the stores for residential and commercial separate from each other?	☒
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Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

please refer to page 79 of the Design and Access Statement

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

please refer to page 79 of the Design and Access Statement

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	Louvred doors for air intake with extraction fan connecting to exhaust plenum on ground floor at NCP Car park elevation.
Hygiene -	2 floor gullies at low level with a water supply for hose cleaning.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

Building Management and Commercial operators
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Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments