

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134640/FO/2022

Date registered valid: 9 August 2022

Proposal: Erection of 5-storey building comprising new office space (Use Class E) (floors 1-4) with ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace (Class E/ Sui Generis Drinking Establishment Use), supporting infrastructure and ancillary facilities including changing and shower facilities, refuse store, plant areas, cycle store and other ancillary facilities within lower ground floor, new rooftop amenity space for use of occupiers of floors 1-4, new roof top plant, new public realm and landscaping, new escape stair to car park below and amendments to existing servicing arrangements including new service yard entrance, following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel

Address: Ramada Renaissance Hotel , Blackfriars Street, Manchester, Manchester, M3 2EQ

Ward(s): Deansgate Ward

Applicant: Deansgate SOF Alliance Lease Co Ltd C/o Agent

Agent (if any): Miss Lauren Neary Avison Young Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Case officer: Angela Leckie
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Recommendation: Approve

Date of recommendation: 25-01-23

Application details

Type of application: Full Application Consent

Development type: Largescale Major Office

Date of site visit:

Standard consultations:

Printed: 11 October 2022 Expired: 1 November 2022

Neighbour notifications

Printed: 24 August 2022 Expired: 14 September 2022

Site notice

Posted: 24 August 2022 Expired: 14 September 2022

Press advert

Published: 30 August 2022 Expired: 20 September 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Background

Consent was granted in 2021 for the refurbishment of retained structure comprising stripping building back to its core, external alterations including new facades and extension of floorplate on Deansgate elevation (circa 3m) to create new office space (Use Class E) (floors 1-3) with new ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace (Class E/ Sui Generis Drinking Establishment Use), amendments to existing servicing arrangements including new service yard entrance, new rooftop amenity space for use of occupiers of floors 1-3, new roof top plant, new public realm and landscaping and supporting infrastructure and ancillary facilities including gym, refuse store, plant areas cycle store and other ancillary facilities within lower ground floor (application ref no 130935/FO/2021).

The original application was the second of the three major planning applications being brought forward by the JV as part of the overall regeneration of the former Renaissance Hotel and Premier House complex, and pursuant to the illustrative masterplan and the broad development principles in the Ramada Complex SRF.

Since that submission, as a consequence of further site investigations, design development, the contractor procurement process and a review of viability, the decision to seek to demolish the retained structure and deliver a completely new build scheme has been taken by the applicants. Emerging from this process the key drivers for the amendments relate to seeking to improve the energy efficiency of the floorplates; through the demolition of the existing structure and the provision of a new steel structure, rectifying the previously compromised structure in terms of floor

to ceiling heights that did not meet industry standards; and increasing the proposed quantum of employment floorspace of the development.

The existing lift shaft and escape stairs have been retained.

Description of Site

The 0.19 hectare application site lies within the Renaissance hotel complex which comprises the former hotel, Premier House office block, and NCP car park. That wider site is bounded by Blackfriars, Deansgate, the River Irwell and Victoria Bridge Street. The site is to the north of the area known as the Medieval Quarter which includes the Grade I Listed Manchester Cathedral and Grade I Listed Chethams Complex. It is adjacent to the St Ann's Square, Cathedral and Parsonage Gardens Conservation Areas.

The demolition of the 'retained' structure granted under Prior Approval application ref no 134640/FO/2022 has now been completed and the site is cleared and hoarded, ready for redevelopment.

The site lies within the wider 2018 Ramada Complex SRF Area and specific area which is the subject of this application is located in the south eastern portion of the SRF Area. The wider site has long been earmarked for comprehensive development, including most recently within the adopted Ramada Complex Strategic Regeneration Framework (SRF), adopted by Manchester City Council in May 2018. The site was recently acquired by the Applicant as part of a joint venture between Property Alliance Group and Starwood Capital Group, with a view to redeveloping the wider site moving forward.

The emerging wider proposals comprise part refurbishment, part redevelopment of the existing buildings to provide high quality new hotel, office and residential use, with new public realm. In addition to the above application, consent was granted earlier in 2021 (application ref no 129468/FO/2021) for the replacement of windows to the hotel building. This was proposed as part of initial enabling works as part of the wider plans for the complex which will see the hotel building retained, overhauled and upgraded, to facilitate the creation of a safe and watertight enclosure. The works are also necessary to allow further investigations and some initial internal enabling works to progress within the hotel building ahead of the more detailed proposals coming forward for the redevelopment of the wider site.

Consent has also been granted under application ref no 130446/FO/2021 for Development comprising external alterations to the existing hotel building including new building entrance, creation of a rooftop bar and outdoor terrace, modifications to the conference suite mezzanine block, creation of a rooftop kitchen garden, modifications to the building facades, public art installations and other works.

An application for the erection of a part ground and 26 storey, part ground and 13 storey building to form 300 no. residential apartments (Class C3) and ground floor retail/ leisure floorspace (Class E/ Sui Generis (drinking establishments), together with private amenity space for residents (gym, cinema room and external terraces), new public realm to include riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis (drinking establishments/ drinking establishments with food provision/ hot food takeaways), new landscaping, parking (36 spaces level -1), 300 cycle parking spaces, servicing, supporting infrastructure and associated works (application ref no 132088/FO/2021) has been approved subject to the signing of a S106 agreement in relation to affordable housing contributions.

The wider holistic masterplan for the site aims to transform and regenerate the final piece of the City Council's City Centre Masterplan in a deliverable manner following several previous failed

attempts. Most recently, this was in the form of a mixed use scheme in 2008, comprising 4 new buildings, the tallest at 35 storeys and a 2018 Strategic Regeneration Framework by MCC and Urban & Civic. Despite the efforts of well established and experienced and MCC officers the lack of activity over the last 20 years serves to illustrates the complexities associated with bringing forward the meaningful regeneration of the site and all previous proposals for wholesale demolition and redevelopment have been considered to ultimately be undeliverable.

The site is close to all forms of public transport with Metrolink stops at Market Street, Shudehill and Exchange Square and train stations at Victoria and Piccadilly. Bus services are at Shudehill and Piccadilly Gardens. It falls within Flood Risk Zone 1 and is at low risk and is within a critical drainage area.

Description of area

The building lies within an area of the City Centre that contains a variety of uses including bars, restaurants, commercial and residential uses including apartments at no.1 Deansgate opposite the site.

Description of development

Erection of 5-storey building comprising new office space (Use Class E) (floors 1-4) with ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace (Class E/ Sui Generis Drinking Establishment Use), supporting infrastructure and ancillary facilities including changing and shower facilities, refuse store, plant areas, cycle store and other ancillary facilities within lower ground floor, new rooftop amenity space for use of occupiers of floors 1-4, new roof top plant, new public realm and landscaping, new escape stair to car park below and amendments to existing servicing arrangements including new service yard entrance, following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel.

The proposals would include the following:

- Extension of floorplate 3m towards Deansgate;
- A feature entrance on the corner of Deansgate and Blackfriars Street;
- Creation of new Grade A office floorspace at levels 1-4;
- New retail/leisure floorspace at ground floor level creating a new active frontage;
- An external roof terrace space to include new landscaping and amenity space for use of occupiers of the office accommodation;
- New area of landscaping to the back of the pavement along Blackfriars and Deansgate;
- New fire escape stair to the retained car park; and,
- Relocation of existing service yard access relocated along Deansgate, adjacent to the Premier House but will become a one-way vehicle movement with entry via Deansgate and exit onto Blackfriars Street.
- New roof top plant enclosures and lift / stair core overruns;
- PV cells to top of roof plant areas; and
- Creation of ancillary facilities including gym, refuse store, plant areas cycle store and other ancillary facilities within lower ground floor.

In total the proposals will deliver 3,995sq.m (GIA) of commercial office floorspace, alongside 729sq.m (GIA) of retail/ food and beverage floorspace.

The design of the building would have a clearly defined top (roof terrace and plant area), middle and bottom. There would be a new glazed retail frontage to Blackfriars Street and Deansgate. The facade line to the east/ southern corner of the building would be set back to follow the legal

demise line and create an opportunity for a dual aspect and better articulation to the office reception area.

To the north, a new access gate to the existing service yard is provided as part of the proposed scheme.

A gym/ yoga amenity space, cycle store, shower and changing facilities along with plant and refuse areas would be located within the lower ground floor. A 40 space cycle store would be accessed via a relocated entrance to the existing service yard would also be located at this level. Occupiers would be able to utilise the existing below ground parking within the wider site. The back-of-house areas on the lower ground floor will be accessed off the main corridor which has direct access off the existing service yard.

Secondary means of entrance through the service yard would be retained for the access to the amenity spaces and the back of the retail units situated along Deansgate. A new lift would be introduced to the building and serves all levels, as the existing lift terminates at ground floor. The existing lift shaft and escape stairs will be retained as part of the building's sustainable strategy.

The proposals include a green roof zone & screen allowing for visual separation between the hotel and the office. A direct access is provided from both stair cores for cleaning and maintenance.

The upper floor facade facades would principally comprise full height curtain wall glazing with champagne anodised tapered profiled metal cladding and core. There would be anodised louvre panels set within the window bays. The rooftop plant equipment and other elements would be clad in a metallic silver metal rainscreen/ louvred cladding.

The rooftop terrace and entrance to the corner retail unit would sit at the junction of Deansgate and Blackfrairs. The ground floor glazed façade would be tapered at the corner to allow for a natural flow towards Deansgate and the entrance to the office.

Whilst the tapered profile facade would wrap around the north façade, here the existing fire escape stair would be re clad with anodised metal rainscreen cladding. The new car park escape stair would be visible on this elevation, alongside the river. The stair will serve all 3 levels of car park with egress via the service yard. The stair would be clad in a vertical metal fin louvre.

The 4 no. retail units would be developed as a shell and core build for future fit out by the retail tenants accordingly. Allowance has been made for these units to be classed as A3 Restaurants and cafés, for the sale of food and drink for consumption on the premises – restaurants, snack bars and cafés. Provision has been made for future connections in respect of mechanical ventilation plant for dedicated kitchen extract ventilation, along with background ventilation and make-up air to the main floor space. In addition, provision for future connection for toilet extract systems would be made.

In terms of the proposed landscaping this would continue the landscaping approved under the hotel application utilising natural Yorkstone and Burlington Slate paving around the site perimeter. Additional landscaping in the form of planting to the roof terrace is also proposed.

The application is supported by a Framework Travel Plan.

Use of the terraces for the office elements, would be actively managed such that it would only be used during the daytime during the working week.

The development is targeting a Very Good Breeam rating.

The applicants state that the proposal would deliver significant economic, social and environmental public benefits. These include:

- Proposals comprising high quality redevelopment of the existing Premier House, which is long term vacant and currently makes no contribution to the local economy and vitality of the City Centre, into a high end office development. The provision of increased office floorspace as a result of the proposed extended floorplates to the building, would not only bring the existing building back into use but would also result in an increased quantum of high quality workspace within this part of the City Centre.
- The proposed development would have direct regeneration benefits through the creation of employment opportunities associated with the operation of the new office and retail/leisure premises, the construction of the proposed development, and also spin-off additional employment opportunities e.g. materials/ services suppliers and end-use service providers (i.e. maintenance, window cleaning etc.).
- The site in its current form does not support any jobs, and makes no contribution to the economic, social and environmental interests of the area. The proposed development is anticipated to have a range of economic benefits associated with direct and indirect job creation and the establishment of additional businesses in the area. The proposed development could give rise to between 216 no. and 270 no. full time (FTE) jobs, dependent on the ultimate occupiers

No changes are proposed to the below ground car parking provision as part of these proposals.

Consultations & Notification Responses

Publicity – The occupiers of adjacent buildings were notified about the application and its was advertised in the local press as a major development, public interest development, as affecting the setting of a listed building and a conservation area and affecting a right of way. A site notice was also displayed next to the site.

2 objections have been received as follows: .

This development including the refurbished hotel and planned apartments are just not good enough for our great city ! This is ugly and you're trying to make a 'silk purse out of a sow's ear !' For a start, the original proposals allowed views and enable pedestrians to promenade up to and around the river with a futuristic tower. But yet again I sense Manchester City Council are going to allow this project approval. Please do not allow this development to go ahead - we want a beautiful city here in Manchester and this doesn't come anywhere near acceptable. Very much like horrible Piccadilly Gardens - it's all about money and being ruled over by developers ! Manchester City Council are ruining this city with it's unimaginative developments let this NOT be another.

A 5 story building would occlude the beautiful view of the Tudor houses, cathedral, and printworks dome for people living on Blackfriar's Bridge and Clowes street. The view of the cathedral and the buildings around it is a major selling point of the Edge residential development. These residents bought and rented property with this view in mind.

Highway Services - No objections but have requested the provision of a car club bay and disabled parking bay and conditions relating to off site highways works, construction management, cycle parking and adoption of a Travel Plan.

Environmental Heath - Has no objections but has recommended conditions in relation to Construction Management, storage and disposal of refuse, air quality management, the acoustic insulation of plant and equipment, acoustic insulation of office accommodation from the commercial uses below and hours of operation of the bar / restaurant and external areas. They have also stated that there should not be any amplified music played externally.

Flood Risk Management Team - Have no objections subject to a condition relating to SUDs management being attached to any consent granted.

Historic England - do not wish to offer any comments

GMAAS- Note that the HS confirms there are no heritage assets within the application site, whilst a Desk Based Assessment confirms that the only areas of remaining below-ground archaeological potential are located outside of the redline site application boundary and will not be impacted by development works. On this basis they do not seek for any archaeological requirements to be imposed upon the applicant

Work and Skills – Recommend that a local labour condition for the construction and end use phases which requires a report of local labour achievements.

United Utilities – Have no objections subject to a condition relating to SUDs management being attached to any consent granted

Environment Agency – Have no objections subject to conditions relating to remediation and mitigation of any contaminated land and piling

Issues

Local Development Framework

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") which was adopted on 11July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC3, CC2, CC5, CC7, CC8,CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8 and DM1 for the reasons set out below.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

S05. Transport - seeks to improve physical connectivity, through sustainable transport networks, to enhance function and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework (NPPF) - The NPPF sets out the Government's planning policies for England and how these are expected to apply. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 provides: "Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with the following sections of the NPPF:

Section 1 - Building a strong and competitive economy - The proposal would deliver a new office building within part of the City Centre which is identified in the Core Strategy as having a primary focus for employment growth in B1 office use. The site is in a highly sustainable location with easy access by foot to the services and facilities and it provides excellent access to all means of public transport. The scheme would create employment during construction along with permanent employment from the proposed offices.

Section 2 Ensuring the Vitality of Town Centres - The proposal would redevelop a key site within First Street that is currently underused and has been previously developed.

Section 4 Promoting Sustainable Transport - The site can be easily accessed by sustainable transport methods, being close to Victoria Station, the Transport Interchange at Shudehill and metrolink. The site is also easily accessed by walking and cycling.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality and would complement the high standard of design generally in the area. The development would be integrated into the natural and built environment and its scale and form is considered to be acceptable within its context.

Section 8 Promoting healthy communities - The creation of activity on street frontages would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 Meeting the challenge of climate change, flooding and coastal change - The application site is in a highly sustainable location. The application includes an Environmental Standards Statement and Energy Statement, and the proposal would achieve a 'very good' BREEAM accreditation.

Relevant Local Policies

Adopted Core Strategy - The proposal is consistent with the Adopted Core Strategy for the City of Manchester, specifically the following policies:

SO1. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location.

S05. Transport - This development would be in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality;
- improve recreational opportunities; and
- The development would ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre.

The proposals would provide good access to sustainable transport provision and therefore maximise the potential of the City's transport infrastructure. It would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy EC1 - Land for Employment and Economic Development - The proposal would support the City's economic performance and refurbish and extend a building within a key location for employment growth on a highly accessible site. This would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities, creating inclusive sustainable communities. The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use. The City Centre is a key location for employment growth and the proposal would create jobs during the construction and when in operation and this would contribute to economic growth. The design would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy EC3 The Regional Centre - This is an appropriate location for office development and is close to sustainable transport modes.

Policy CC1 - Primary Economic Development Focus (City Centre and Fringe).- The proposal would deliver a high quality refurbished and extended office building, providing office floorspace within a part of the City Centre identified in Policy CC1 as a focus for primary economic development including B1 office use.

Policy CC5 - Transport - The proposal would contribute to improving air quality as it is accessible by a variety of modes of sustainable transport.

Policy CC7 Mixed Use Development - The proposal would create an active ground floor with shop, restaurant and bar uses.

Policy T1 Sustainable Transport - The proposal would encourage a modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need - The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design are discussed in more detail below.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - being over 1,000 sqm, the development would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. The application is supported by an Energy Statement, which sets out how the proposal would meet the requirements of this policy. A combination of Air Source Heat Pumps and passive design measures results in the development achieving a 15% reduction in CO2 emissions over Part 2A 2010, thus complying with the above policy.

Policy EN 8 -Adaptation to Climate Change - The application is supported by an Energy Statement which identifies measures that would ensure that the development would reach a Breeam target rating of Very Good.

Policy DM 1 - Development Management - sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal

- accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC18.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018: updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities.

The application site lies within the area identified in the document as the Retail Core. It notes that this site occupies a strategic location between the Retail Core and the Medieval Quarter, and has the potential to augment the diversity of retail, residential and leisure facilities in this area.

It identifies the redevelopment of the Ramada site as a priority for the City noting that this was a key piece of the regeneration plan following the 1996 IRA bomb and the redevelopment of the bomb-damaged area through the Manchester Millennium masterplan.

Other relevant National Policy

Section 16 (2) of Listed Building Act provides that “in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

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

S72 of the Listed Building Act 1990_ provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

In relation to the above and in terms of the NPPF the following should also be noted:

Paragraph 199 states that: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's

conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 201 states that: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 203 states that: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The proposals would on balance result in a high quality development which would make a positive contribution to the regeneration of the wider Renaissance SRF Area. Special regard to the desirability of preserving or enhancing the character or appearance of that area is demonstrated through with the design considered to be complementary to the character of the adjacent listed buildings and conservation area.

The positive aspects of the design of the proposals, the compliance of the proposals with the above sections of the NPPF is fully evaluated and addressed in the report below.

'Powering Recovery: Manchester's Recovery and Investment Plan' – This sets out what Manchester is doing to respond to the COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities in the city's economy. It sets out how Manchester can play a leading role in the levelling-up agenda, with ambitious plans to build on recent investment in economic assets and infrastructure and accelerate the growth in high-productivity sectors including the Digital, Creative, Technology and Health Innovation Sectors alongside the well established financial and professional services sectors. This includes

support for major job-generating investment with high-growth sectors, new-starts and scale-up. The new office space would support the aim to secure a highly skilled and knowledge intensive workforce within the City.

The reuse of the building would intensify the levels of economic activity associated with the site and the reuse of the building in this way would be inherently sustainable and would align with the Plan's ambitions for zero carbon and climate resilient growth.

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

Ramada Complex SRF (2018) - This identifies the site as a significant scale strategic regeneration opportunity with the potential to support Manchester's growth and quality of life through the delivery of over 60,000 sq. m of mixed use development, occupying a footprint of 2,700 sq. m plus 8,160 sq. m of new public open space and public realm for the City with the 1.4 Hectare Site. It is envisaged that 58% of its area will be public realm.

Part of the vision for the SRF area is to deliver a distinctive new City Centre destination focused around a 'best in class' landscaped public space, which positively interfaces with Deansgate and the River Irwell, connecting the site into the surrounding City Centre context, alongside high quality buildings that accommodate high quality and distinctive uses, to create a genuine sense of place. The proposals would provide a benchmark in terms of quality and ready made linkages and form part of the wider vision for improving pedestrian permeability and accessibility and linking together Manchester's Central Retail District and other regeneration areas such as Spinningfields, Greengate and Great Ducie Street.

The Schemes Contribution to Regeneration - Regeneration is an important consideration in terms of evaluating the merits of this application. Manchester City Centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success. The City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the City Region.

The economy is expected to strengthen and diversify post Covid with high added-value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors.

This proposal would sustain the growth of the city centre envisaged in the Recovery and Investment Plan and would allow the City to compete nationally and internationally, increase the productivity of the UK and increase its global profile.

It was established in the previous application that Premier House no longer catered for the needs of today's commercial office marketplace. Significant investment in the site is required to attract new future tenants. The proposed scheme will achieve this.

The proposed development of Premier House will create new high-quality Grade A office accommodation that will meet modern day standards and the needs of occupiers and will completely transform and re-activate this established employment building. The proposed design would provide high grade office floorspace in the heart of the City Centre with ground floor retail floorspace that would complement the existing offer surrounding the Site.

In its current condition the site has a negative impact on the street scene, the setting of adjacent conservation areas and listed buildings on a major corridor of movement within the City Centre. It is envisaged that the proposed investment, would deliver a development which would make a much improved contribution to the streetscape in this prominent location. The building would offer facilities including a new reception lobby and rooftop terrace alongside, new ground floor retail/ food and beverage uses and a lower ground floor gym/ yoga space which would increase the attractiveness of the site and draw in businesses. The proposals would therefore clearly support and improve the City Centre employment offer, offering a unique office experience for the City Centre.

The proposals would help to promote sustainable economic growth and create employment during construction, along with permanent employment from the proposed office uses. The re-development of a high quality office space would provide a complementary addition to the wider mix of uses in the area. Furthermore, the additional visitors and footfall the office would bring can support local retail, restaurants and leisure uses.

Given the above, the proposed development would be consistent with the objectives of the Central Manchester Regeneration Framework and the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives, and as such would be consistent with Sections 1 and 2 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC7, CC8, CC10, EN1 and DM1

Design Issues and Architectural Quality and Impact on setting of Adjacent Listed Buildings and character of the Conservation Area

As acknowledged through the Ramada Complex Manchester SRF, this site requires a complete transformation to positively contribute to the streetscape and the ongoing regeneration of Manchester City Centre, and the proposed scheme would contribute to achieving this. The site in its current condition offers little contribution to the urban space, which has an adverse impact on the area given the low quality appearance of each elevation and this detracts from the quality of the built environment in this area of the City Centre. The proposal would greatly enhance the street scene by providing a high-quality redeveloped building at the site. The scheme would improve and enhance the appearance of the site through the high quality alterations to the retained elements of the existing building. The proposal would therefore improve visitor's perceptions of the site and this important part of the City Centre by improving the frontages and quality of uses along Deansgate which is a key pedestrian route and corridor of movement within the City Centre.

The proposed delivery of a high end office building would complement neighbouring developments and provide an opportunity to visually strengthen the streetscape through good design and completely re-imagined façade treatments. The poor quality ground floor external fabric is to be refurbished and this would activate the ground floor streetscape and maximum transparency to provide active frontages removing the failings of the existing building which currently block out visitors and creates an unfriendly environment. The uses at ground floor level would draw people to this location and the office development would create footfall for both the uses at ground floor level as well as other local retail, restaurants and leisure uses within the local area. The proposals would therefore not only be beneficial for the site itself but would create wider benefits which will seep into the surrounding area.

It is considered that the development would read as a simple, elegant form with a striking new aesthetic in keeping with the requirements of a high-end office development. The modern metal & glazed facades would will this site a new identity to the building, whilst in contrast to the previous building on the site delivering office accommodation which aligns with current energy and building regulation standards. The facade would be articulated through a series of tapered profiled panels

which provide depth. They are tapered in form to open up views towards the Cathedral from the office floorplate. The ground floor glazed facade would be tapered at the corner allowing for a natural flow towards Deansgate and the entrance to the office.

Due to the tall nature of the surrounding buildings all roof zones will be partially concealed with a lightweight roof structure. The exterior of the retained fire escape would be reclad with metal rainscreen cladding and vertical metal fin louvres.

The form of the profiled window reveals has been designed to reference a similar prominent feature of the Grade I listed Manchester Cathedral. In terms of the materials palette, buildings within the area are of different styles and use different materials. Whilst the majority of buildings in the vicinity of the site use a combination of red brick and sandstone there are also a number of more modern additions to the area. The use of a champagne coloured metal cladding would compliment the adjacent buildings whilst giving the development a contemporary and refreshed feeling.

Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 199, 200 and 202.

The NPPF stresses that '*great weight*' should be given to the objective of conserving designated heritage assets (paragraph 199), emphasising the need to avoid substantial harm to such designated heritage assets. Given this objective, any perceived harm, from demolition to visual compromise, resulting from insensitive development within the setting of a designated heritage asset, should be avoided and at least require '*clear and convincing justification*'. In this instance the development would clearly impact on views of the Grade I Listed Cathedral and Chetham's complex and the setting of the adjacent Cathedral, Parsonage Gardens and St Ann's Square Conservation Areas but overall such impacts would on balance given the current condition of the building be beneficial.

The current vacant and deteriorated state of the site are visible and detract from open views from the western area of the Cathedral Conservation Area, Manchester Cathedral and Chethams School complex. The proposed works would improve the appearance of the eastern elevation of the existing complex in these views.

The site has a negative relationship with Deansgate, Blackfriars Street, the River Irwell and the grade II listed bridge crossings. The length of inactive frontage presented to Deansgate creates a weak transition between the St Ann's Square and Parsonage Gardens Conservation Areas in the south and the Cathedral Conservation Area to the north.

With the exception of those that are currently restricted or screened, in views from the identified conservation areas and listed buildings, the appearance of the existing site would be enhanced through a combination of the creation of simple glazed retail units at ground floor with integrated signage, the profiled metal façade of the upper floors and the creation of a roof garden. The improvements to the building would be particularly pronounced in key views north and south on Deansgate.

Whilst it is necessary to have special regard to the desirability of preserving the setting any affected Heritage Assets it is considered that the proposals would be beneficial in the context of the character of the conservation area and the setting of adjacent listed buildings.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66

and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 199, 200 and 202 of the NPPF and that in view of the above it is considered that the proposed development would on balance be consistent with the development would be consistent with sections 12 and 16 of the National Planning Policy Framework policies SP1, DM1, EN3 and CC9 and of the Core Strategy and saved UDP policies 18.1 and 19.1.

Sustainability including Sustainable Construction Practices and Circular Economy –

The refurbishment is targeting a BREEAM 'Very Good' rating, although the BREEAM assessment will not apply to the retail/leisure areas, as they only form approximately 657sq.m of the net internal area.

An Energy Statement outlines a strategy that utilises the principle of energy hierarchy.

Key sustainability benefits that would result from these proposals include;

- The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus and the on-going public transport improvements within the City Centre would further enhance accessibility.
- The development would contribute to meeting Climate Change objectives by delivering the aspirations of a more sustainable building design through reusing and repurposing large amounts of the existing structure.
- An Energy Statement provides an assessment of the physical, social, economic and other environmental effects of the proposal and considers its relationship to sustainability objectives. The Statement sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.
- Good practice sustainability measures have been incorporated in the design. The design applies a wide range of environmental design principles and achieves high levels of fabric energy efficiency and water efficiency. An Energy Statement outlines a strategy that utilises the principle of energy hierarchy. The accommodation will use the following in order to achieve the required 15% reduction in carbon emissions over Part L2A 2010 edition.
- The refurbishment is targeting a BREEAM 'Very Good' rating,
- The proposed redevelopment of the building will have significant energy, carbon and waste reduction benefits:

In more detail, an Energy Strategy which utilises the principle of energy hierarchy outlines the following measures to be included to secure the above benefits:

- Air Source Heat Pumps are proposed as part of the all electric building services strategy.
- Specification of thermal insulation and air permeability standards to exceed the minimum standards contained within Part L 2013;
- New lighting design will utilise 100% low energy light fittings and an active system of lighting control to reduce use of lighting when not required;

- Existing thermally inefficient glazing is replaced with new to meet current standards reducing current heat loss. Specification of performance glazing with internal blinds (where necessary) to limit summertime solar gains and overheating;
- Existing HVAC and life expired internal services are all proposed to be stripped and replaced with modern energy efficient units.
- Removing the need for new foundations through innovative engineering, saving approximately 20t CO₂ emissions.
- Production of a sustainable procurement plan to specify the use of sustainable, responsibly sourced, low carbon materials.
- A waste generation target of less than 13.3m³ or 11.1 tonnes of waste produced per 100m² of gross internal area.
- A BREEAM target of 62.12% has been deemed possible for Premier House, which provides an ample contingency over the 55% required for Very Good.
- Consideration of 'smart controls' on heating systems to reduce usage when occupants not present; and
- Use of a Building Energy Management System (BEMS) to monitor energy usage and reduce the performance gap through detection of high energy usage.

The applicant and project team have sought to embed the principles of circular economy and ensure a whole life approach within the scheme design and details of these are included in the Energy Strategy and will be expanded and monitored throughout detailed design and construction. Some key measures identified so far to achieve circular economy include:

- Retention of the foundations and ground floor slab of Premier House has removed the need for new foundations through innovative engineering, saving approximately 20tCO₂e;
- Specification of Yorkstone from Scoutmoor, saving approximately 184tCO₂e and supporting the local economy;
- Aim to ensure that 95% of construction waste will be diverted from landfill;
- The proposed development will aim to minimise the total amount of construction waste produced on-site through best practice material handling procedures. The main contractor will produce a Site Waste Management Plan, outlining procedures for the reduction of construction waste generated;
- Ordering prefabricated building elements could reduce direct wastage on site, however it is likely that ready-mix concrete will be required due to spatial constraints on site;
- Disassembly and Adaptability Assessment : Several measures have been implemented to ensure that the development is adaptable to changes in future conditions, including:
 - Sufficient riser space for different tenancy options.
 - Optimising floor plans to accommodate open plan office, meeting rooms and breakout spaces.
 - Demountable façade systems for repair and replacement.

- Many elements of the design can be reused or recycled at end of life. These materials include:
 - Reinforcement steel – can be melted and recycled.
 - Plasterboard – Can be directly recycled by manufacturers via take back schemes.
 - Concrete – crushed and recycled directly on site.
 - Floor finishes – carpet tiles can be refurbished and re-used, providing low-cost flooring to households and charities.
- The main contractor will avoid permanent fixing of products, such as by glue to enable end of life deconstruction and salvage of building elements

In accordance with Manchester City Council's Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and with the combination of energy saving measures results would result in a reduction in CO2 emissions.

Parking, Servicing and Access, Green Travel Plan / Cycling and Relationship to Public Transport Infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus and the on-going public transport improvements within the City Centre would further enhance accessibility. A Transport Statement concludes that the overall impact of the development on the local transport network is likely to be minimal.

The proposals include 40 space cycle store within the lower ground floor along with shower and changing facilities. The application of supported by a Framework Travel Plan. The final details of this would be agreed through a condition attached to any consent granted and would be expected to be fully implemented at all times when the development is in use.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Public Realm, Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats are of ecological value in terms of plant species and none represent natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present.

An Extended Phase 1 Habitat Survey and Bat Activity Report have been prepared in support of this application. This highlighted no features of significant nature conservation interest within the site. It was found however, that some breeding birds nest on the built structure during the active nesting season and there is also some limited potential for breeding birds to nest in the semi-mature trees in the western area of the site. Therefore, recommendations for work to occur outside of the key nesting period has been provided along with some general biodiversity enhancement opportunities.

It was also found that there were records that the immediate urban landscape has been used by bats historically, albeit the habitats within the site were of low to moderate value and overall, the site survey identified low potential to support roosting bats. A separate bat survey was nevertheless undertaken which concluded that the survey picked up low to moderate level of

common pipistrelle foraging and commuting activity within the site boundary, with most calls and observations associated with the adjacent River Irwell to the west and off-site. No bats were however, seen to emerging from the site during this survey and no incidental or sightings of black redstart (*Phoenicurus ochruros*) or peregrine falcon (*Falco peregrinus*) were observed during the visit (these are Schedule 1 bird species that are afforded protection and known to be present in central Manchester).

A new area of public realm will be created along the key elevations of the site, helping to define the entrances to the building and re-integrate the development back into the street scene. The design of the new public realm includes areas of ornamental planting, along with new paving and crossing, which will create a high-quality environment for pedestrians and space for people to dwell.

A condition should ensure measures such as bat and birds boxes support net gains in on site biodiversity. Planting within the terrace areas would also provide some level of contribution.

Air Quality

An Air Quality Assessment notes that during construction dust and particulate matter may be emitted but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area (AQMA), which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from more vehicle movements, but the development would be car free and would not significantly affect air quality. Servicing and delivery trips would be similar to existing. The trips would not exceed the relevant Institute of Air Quality Management and Environmental Protection UK screening criteria. Therefore, detailed dispersion modelling of development-generated road traffic was not required.

Pollutant concentrations around the Site are below the relevant short term air quality objectives and the site is suitable for the uses proposed with regard to air quality. The Development would use Air Source Heat Pumps and associated building emissions would not affect air quality.

Flood Risk and Sustainable Urban Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems. It is not considered practicable to incorporate SuDS features into the design, but as there is no net change to the impermeable area at the site there should be no net increase in surface water runoff rate or volume systems.

It is proposed that the existing structure and drainage is retained for re-use. The flow rates and volumes will therefore remain as existing and although flow rates and volumes are not reduced within this application boundary, a reduction in the wider masterplan will reduce flood risk at the site location. Flood risk elsewhere is not increased by the proposed development

Surface water and foul water would be collected separately within the refurbished building and drained (under gravity) to existing combined sewer connections, which will be reused subject to survey and discharge to the existing combined sewer network, subject to United Utilities approval.

Contaminated Land Issues

Phase I and II Geo- environmental Site Assessment have recommended a number of further investigative works which along with agreement of any necessary mitigation would be a condition of any consent granted.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact that adjacent noise sources might have on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable. The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition. Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant. Acceptable internal noise levels can easily be achieved with relatively standard thermal glazing.

TV and Radio reception

There would be overall increase in the height of the building at a level which would require potential impacts to be assessed.

Local Labour

Conditions in relation to the construction and end use phases would set out requirements and The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Construction Management

Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

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

Crime and Disorder

The increased footfall and the improvements in terms of natural surveillance would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the developments are expected to achieve Secured by Design accreditation. Compliance with its recommendations would be a condition and, subject to compliance with this the proposal would be consistent with Core Strategy Policy DM1.

Access and Inclusivity

A level threshold will be provided at the front with a pass door suitable for inclusive access. The lifts and stairs accessed from the office reception provide level access to all office floors above

and there would be accessible WC's at each level. Common corridors would typically be 1.5m wide and one of the two passenger lifts covers the minimum standard set out in the Approved Document M. Lift lobbies incorporate the minimum 1500mm x 1500mm unobstructed clear space in front of the lifts.

As part of the improvement of inclusivity in the work place, 1 gender neutral WCs has been included on every floor which is accessed off of common corridors. Unisex WCs serve the ground and top floor. Gender neutral showers and changing are also included in the cycle store.

As per the existing arrangements, vehicle parking designed for use by disabled people is provided within the sub level car parking and a drop off is provided immediately outside the main entrance of the hotel.

In view of the above the proposals are considered on balance to be consistent with Core Strategy policy DM1.

Fire Safety

The building is not required to be provided with a fire fighting shaft, because the top storey is under 18m in height. However, to facilitate internal firefighting, a dry fire main shall be installed within each staircase in accordance with BS 9990:20154 and BS 5041-2:19875, with outlets located within each of the protected lobbies and dry riser inlet positions to be within 18m of a pumping appliance parking position.

Highways comments

It is noted that the applicants have secured parking provision for the wider Renaissance complex within the on site NCP Car Park and that at least one parking space will be available for a disabled person for Premier House. This is considered to be sufficient. A condition will require the provision of a car club space as part of the proposals.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities by delivering potential employment opportunities to meet the demands of a growing economy and population, within the city centre. It would therefore help to promote sustainable economic growth.

The proposal would deliver a high quality development and include the regeneration and reuse of a currently underused building. The design is appropriately based on an evaluation of the particular characteristics of the site's context and would respond well to this. The building is considered of be capable of accommodating changes proposed whilst avoiding any substantial harm to the character of the adjacent Conservation Areas or the setting of adjacent listed buildings. The street-frontages would be re-vitalised and the development would enhance the city's wider historic landscape by creating a positive outward facing expression on each of the sites street-frontages. The scheme would add activity and vitality to the area and would reintegrate the site into its urban context, reinforcing the character of the streetscape.

The proposal would enhance the quality of the surrounding public realm. It would represent sustainable development, of a high quality and make a positive contribution to the townscape. The commercial space would invigorate this part of Deansgate and Blackfriars. The proposals would be a sustainable development, of a high quality, and would help to raise the standard of design more generally in the area whilst making a positive contribution to the townscape.

The clear public and regeneration benefits, including heritage benefits, which would result from the development of this site would outweigh any adverse impacts, including its impact on heritage assets and on amenity. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 199, 200 and 202 of the NPPF.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

(a) 150 B1 02 2199 BLOCK 1- LOWER GF GA PLAN, 150 B1 02 2200 A BLOCK 1- GF GA PLAN, 150 B1 02 2201 BLOCK 1- LEVEL 01 GA PLAN, 150 B1 02 2202 BLOCK 1- LEVEL 02 GA PLAN, 150 B1 02 2203 BLOCK 1- LEVEL 03/04 GA PLAN, 150 B1 02 2204 BLOCK 1- LEVEL 05 GA PLAN and 150 B1 02 2205 BLOCK 1- ROOF PLAN;

(b) 150 B1 04 2200 A BLOCK 1- EAST ELEVATION, 150 B1 04 2201 A BLOCK 1- NORTH ELEVATION, 150 B1 04 2202 BLOCK 1- SOUTH ELEVATION and 150 B1 04 2203 B BLOCK 1- WEST ELEVATION;

(c) 150 B1 05 2200 BLOCK 1- SECTION AA, 150 B1 05 2201 BLOCK 1- SECTION BB, 150 B1 10 4200 BLOCK 1- BAY STUDY 01, 150 B1 10 4201 B BLOCK 1- BAY STUDY 02 and 150 B1 10 4202 B BLOCK 1- BAY STUDY 03;

(d) DR-L-1000 P09 LANDSCAPE GA- PHASE 2, DR-L-1001 P10 HARDWORKS PLAN-PHASE 2, DR-L-1002 P09 KERBS AND EDGES PLAN-OFFICE BLOCK, DR-L-1003 P09 LEVELS PLAN-OFFICE BLOCK and DR-L-1004 P02 FURNITURE PLAN;

(e) Area Schedule within section 6.1 of Jon Matthews Architects Design and Access Statement dated 05.08.22;

(f) Cleaning and Maintenance arrangements as set out in section 9.2 of Jon Matthews Architects Design and Access Statement dated 05.08.22;

(g) Inclusive Access Arrangements within Section 9.4 of Jon Matthews Architects Design and Access Statement dated 05.08.22;

(h) Section 5 of the Premier House, Fire Strategy Report, RIBA Stage 3 Submission by Design Fire Consultants dated 04-08-22;

(i) Avison Young e-mail in relation to Disable Parking 25-01-22 and Parking Plans (Fire Fighter Layout Plan) stamped as received on 25-01-22

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

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

*baseline samples and specifications of all materials to be used on all external elevations;

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

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

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

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered DR-L-1000 P09 LANDSCAPE GA- PHASE 2, DR-L-1001 P10 HARDWORKS PLAN- PHASE 2, DR-L-1002 P09 KERBS AND EDGES PLAN-OFFICE BLOCK, DR-L-1003 P09 LEVELS PLAN-OFFICE BLOCK and DR-L-1004 P02 FURNITURE PLAN; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a)Details of the footway reinstatement and materials, including natural stone or other high quality materials to be used for the public realm and for the areas between the front of pavement and the line of the proposed building on Blackfriars Street and Deansgate;

(b) A scheme of associated highway works including any necessary stopping up;

(c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of Bat bricks and/or tubes, green/brown roof, green walls, bird boxes and appropriate planting;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 24 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

5) (a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

(b) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be

submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

d) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

6) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority. This shall include:

- *Display of an emergency contact number;
- *Details of measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- *Details of the loading and unloading of plant and materials;
- *Details of the storage of plant and materials used in constructing the development;
- *Management of any potential impacts on the River Irwell;

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

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

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

7) The development shall be carried out in accordance with recommendations within the Crime Impact Statement Version A dated 07-06-21. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

8) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

*Finalised drainage layout for the proposed development showing all components, outfalls, levels and connectivity. Where re-use of existing drainage infrastructure is proposed, this shall include evidence that it is fit to serve the proposed development.

*Where build-over of public sewer assets is proposed, evidence of agreement in principle from United Utilities is required. An email of acceptance of proposals will suffice.

*Maximised consideration of green SuDS components if practicable.

*Details of how the scheme shall be managed and maintained

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

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

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

10) The development hereby approved shall be carried out in accordance with the Site Wide Travel Plan Framework by Focus Transport Planning dated August 2022. In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by building users;
- ii) a commitment to surveying the travel patterns of tenants within six months of use of the development or when two thirds of all development space is let (whichever is sooner)"
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within three months of the completion of the travel survey a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

11) Prior to occupation of the development a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

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

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

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

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

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

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

13) The development hereby approved shall be carried out in accordance with the Turley Environmental Standards and Circular Economy Statement August 2022 .A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) Prior to commencement of development a Strategy for the reduction of embodied carbon and how material circularity will be embedded within the process of material sourcing, design, construction and stewardship/ building management and how this will be monitored as part of the In depth Life Cycle analysis, shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework

15) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within 6 months of the occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

16) Prior to occupation of each of the following:

- (a) the office accommodation; and
- (b) each commercial unit;

a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with shall be submitted to and approved by the local planning authority.

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

The approved noise insulation scheme shall be completed before any of the approved uses commence. The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

17) The uses hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for:

- (a) the office use; and
- (b) each of the ground floor units

has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

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

18) Final details of the method of extraction of any fumes, vapours and odours from each of the ground floor units where cooking facilities are required shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

The approved scheme shall be completed before any of the approved uses commence. The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

19) In the event that any of the commercial units, as indicated on drawing are occupied as a restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

These details are as follows:

Management of patrons and control of any external areas. For the avoidance of doubt this shall include:

- *An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

- *Details of a Dispersal Procedure

- * Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

For the avoidance of the plan should confirm that there will be no amplified music is permitted on the terrace

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

20) Before use of each of the ground floor units commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

The details of the approved scheme shall be implemented as part of the development and shall remain in situ for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday deliveries etc. shall be confined to 10:00 to 18:00

The details of the approved scheme shall be implemented as part of the development and shall remain in situ for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) Before the development commences a scheme for acoustically insulating:

- (a) the office accommodation; and
- (b) each ground floor unit

against (a) any noise transfer from the ground floor units to the offices above (b) or noise break out from the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

The approved noise insulation scheme shall be completed before each of the approved uses commence and shall remain in situ for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

Prior to occupation of (a) and any unit (b), post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future office occupiers and adjacent residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

23) Prior to use of the external roof terraces commencing, a management strategy for the operation of the area to include details of maximum capacity, hours during which this area would be open and which excludes smoking and prohibits the playing of any amplified music shall be submitted to an approved in writing by the City Council as Local Planning Authority.

The approved scheme shall be implemented as part of the development and thereafter retained.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

24) The development shall be implemented in accordance with the management measures detailed within the Redmore Air Quality Assessment dated 02-08-22;

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

25) Prior to occupation of any of the ground floor and basement commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved signage strategy shall be used to inform future signage at the building.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any signage required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

26) The offices hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

27) The ground floor commercial units hereby approved shall be used only for the display or retail sale of goods or for the sale of food and drink for consumption (mostly) on the premises as set out under parts (a) (excluding convenience retail) and (b) of Use Class E or for Sui Generis (Drinking Establishment Use) and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for retail or food and drink purposes.

28) The approved gym shall only operate as an ancillary service for the users of the office accommodation above and shall not operate as a separate planning unit which can be used as a service to general members of the public as a separate commercial operation.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

29) The window(s) at ground level, fronting onto Blackfriars Street and Deansgate shall, be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

31) Prior to implementation of any proposed lighting scheme, details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants within this and adjacent developments) shall be submitted to and agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to the first use of the development hereby approved and thereafter retained and maintained in situ.

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

32) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

33) Step-free access for disabled persons shall be provided into and throughout the buildings at all times that the buildings are in use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

34) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

35) Notwithstanding the details contained within condition 2 above prior to the first occupation of the residential element, a scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- (a) Details of a Car Club Bay location;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and
- (c) Any amendments to the existing TRO associated with the above;

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

36) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity and solar glare pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

Informatives

1) Due to the on-going works in the area the applicant should maintain ongoing dialogue with the MCC MCC Highways Network Resilience team as any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need further discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Structures / Basement (Car Parks) / Bridges / Retaining Walls - Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section.

2) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

3) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

5) Although water supply in the area is compliant with current regulatory standards, we recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

Please note that for properties over two stories high and commercial properties we recommend the developer considers the installation of tanks and pumps.

The applicant should be instructed to lay their own private pipe, to United Utilities standards, back to the existing main. If this should involve passing through third party land United Utilities must receive a solicitor's letter confirming an easement, prior to connection.

The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense.

We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk.

Appendix 1 – List of consultees & neighbours notified

MCC Flood Risk Management
Highway Services
Environmental Health
Corporate Property
City Centre Renegeration
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
GM Fire Rescue Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

Flat 1204 , City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1908, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1704, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1408, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2005, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1805, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2006, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1302, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1904, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1502, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2305, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1901, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2101, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1202, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1601, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2107, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2106, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1603, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2302, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1701, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1505, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1806, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat1506, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2307, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1405, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1404, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1804, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2003, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1301, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2001, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1508, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1308, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1807, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1902, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1206, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1401, City Heights, Victoria Bridge Street, Salford, M3 5AS

Flat 1905, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1606, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2204, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2301, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1708, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2308, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1402, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1307, City Heights, Victoria Bridge Street, Salford, M3 5AS
22 Blackfirsars Street, Salford, M3 5BQ
24 Blackfirsars Street, Salford, M3 5BQ
28 Blackfirsars Street, Salford, M3 5BQ
244 The Edge, Clowes Street, Salford, M3 5NG
254 The Edge, Clowes Street, Salford, M3 5NG
247 The Edge, Clowes Street, Salford, M3 5NG
270 The Edge, Clowes Street, Salford, M3 5NG
275 The Edge, Clowes Street, Salford, M3 5NG
243 The Edge, Clowes Street, Salford, M3 5NG
263 The Edge, Clowes Street, Salford, M3 5NG
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265 The Edge, Clowes Street, Salford, M3 5NG
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239 The Edge, Clowes Street, Salford, M3 5NG
241 The Edge, Clowes Street, Salford, M3 5NG
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264 The Edge, Clowes Street, Salford, M3 5NG
245 The Edge, Clowes Street, Salford, M3 5NG
248 The Edge, Clowes Street, Salford, M3 5NG
274 The Edge, Clowes Street, Salford, M3 5NG
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240 The Edge, Clowes Street, Salford, M3 5NG
252 The Edge, Clowes Street, Salford, M3 5NG
242 The Edge, Clowes Street, Salford, M3 5NG
267 The Edge, Clowes Street, Salford, M3 5NG
Dial House, 21 Chapel Street, Salford, M3 7BA
City Suites, 16 Chapel Street, Salford, M3 7NH
Apartment 24, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 16, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 18, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 23, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 13, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 22, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 25, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 28, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 7, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 2, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 26, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 9, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 27 , Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY
Apartment 12, Textile Apartments, 10 Blackfriars Street, Salford, M3 5BY

[illegible]

51 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
39 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
32 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
52 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
46 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
42 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
34 The Gallery, 18 Blackfriars Street, Salford, M3 5JR
45 The Gallery, 18 Blackfriars Street, Salford, M3 5JR
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50 The Gallery, 18 Blackfriars Street, Salford, M3 5JR
47 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
5 The Edge, Clowes Street, Salford, M3 5NA
48 The Gallery, 18 Blackfriars Street, Salford, M3 5JS
40 The Gallery, 18 Blackfriars Street, Salford, M3 5Js
6 The Edge, Clowes Street, Salford, M3 5NA
2 The Edge, Clowes Street, Salford, M3 5NA
9 The Edge, Clowes Street, Salford, M3 5NA
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8 The Edge, Clowes Street, Salford, M3 5NA
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Flat 2207, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1602, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2206, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1205, City Heights, Victoria Bridge Street, Salford, M3 5AS
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Flat 1906, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1407, City Heights, Victoria Bridge Street, Salford, M3 5AS
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Flat 1501, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2105, City Heights, Victoria Bridge Street, Salford, M3 5AS
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Flat 1703, City Heights, Victoria Bridge Street, Salford, M3 5AS
Premier Travel Inn, North Tower, Victoria Bridge Street, Salford, M3 5AS
Flat 2203, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2202, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2201, City Heights, Victoria Bridge Street, Salford, M3 5AS
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Flat 2103, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1207, City Heights, Victoria Bridge Street, Salford, M3 5AS
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Flat 2205, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1903, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1204, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 2008, City Heights, Victoria Bridge Street, Salford, M3 5AS
Flat 1705, City Heights, Victoria Bridge Street, Salford, M3 5AS
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Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Area Team Boundary - Name: CENTRAL