



PLANNING STATEMENT

35 Fountain Street, Manchester

Zurich Insurance Company Ltd – UK Branch

January 2023

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1 Introduction

INTRODUCTION

- 1.1 This Planning Statement has been prepared by CBRE Limited on behalf of Zurich Insurance Company Ltd – UK Branch (the ‘Applicant’) in support of a Full Planning application submitted to Manchester City Council (‘MCC’) for the refurbishment and reconfiguration of 35 Fountain Street to improved office accommodation (the ‘Site’).

Description Of Development

- 1.2 This application seeks a Full Planning application for the refurbishment of the existing building at 35 Fountain Street to create modern Grade A office accommodation, additional office floorspace through a two-storey extension to the roof, and roof top outdoor amenity spaces. The description of development is as follows:
- 1.3 *‘Refurbishment of the existing office building to include replacement of the external façade and new two-storey extension to create additional floorspace and roof top terraces, servicing and cycle parking, access and associated works’*
- 1.4 This Planning Statement seeks to assess the proposal against relevant Development Plan policies and other material considerations, including national guidance contained in the National Planning Policy Framework (NPPF).

The Site

- 1.5 The Site, edged red on the accompanying Site Location Plan, comprises the footprint of 35 Fountain Street and consists of 6,602sq.m across a basement level, ground floor level and 6 upper floors, on a site area of 0.098ha. Fountain Street is located in prominent location within the City Centre, in close proximity to Piccadilly Gardens, Market Street, and the Arndale Centre.
- 1.6 The existing building has been in use as an office since construction in the early 2000’s, and the existing tenant Booking.com are in the process of relocating to a new purpose-built office space in Manchester City Centre at Manchester Goods Yard, Enterprise City, St. Johns. This relocation has provided the Applicant with the opportunity to refurbish and modernise 35 Fountain Street into Grade A office space.
- 1.7 The Site is bound to the north by Marble Street and Primark, West Mosley Street and Piccadilly Gardens to the east, the Royal Sun Alliance building and York Street to the south, and Fountain Street to the west. Pedestrian access into the existing building is via Fountain Street and Marble Street. There is a vehicular entrance to the rear of the building on West Mosley Street where the building is currently serviced from.
- 1.8 Whilst there are no listed buildings or non-designated heritage assets within the Site, the Site is within the Upper King Street Conservation Area.

Contextual Background to the Application

- 1.9 As noted above, the previous tenant Booking.com is in the process of relocating their offices to a new location within Manchester City Centre, therefore 35 Fountain Street is expected to be wholly vacant from April 2023. Zurich Insurance Company Ltd – UK Branch are making a long term commitment to Manchester City Centre with the refurbishment and reconfiguration of office accommodation within the Central Business District (CBD).
- 1.10 The Site has received limited investment since the building was first constructed in the 2000’s. In 2012, the previous owners applied to upgrade 35 Fountain to create a more modern office environment. The proposal consisted of elevational alterations and the redevelopment of the ground floor to create a distinctive new front entrance, reception, and a Tenants Hub.
- 1.11 Notwithstanding this intervention, the building is still facing difficulties in securing long-term occupiers. The current tenants lease is due to end in Spring 2023 with no subsequent tenant in place. The internal alterations and fit-out that were undertaken in 2012 upon the existing tenant’s occupation are specific to this organisation and therefore a reasonably significant internal refurbishment would be required in order to bring the office space back to the market.
- 1.12 In addition to general deterioration and fit-out considerations, the building displays some issues which are more fundamental and which, as part of an overall refurbishment, have been reviewed and resolved.
- 1.13 A façade inspection report was undertaken by CBRE which provided a clear statement on the existing building’s external wall build-up including low levels of insulation (not untypical for the date of construction) and, more significantly, a substantial lack of necessary fire-stopping.

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- 1.14 These issues, alongside others raised by the wider design team, lead to a series of internal and external issues being identified, these are as follows:

Internal

- Existing office is of moderate quality and the fit out of these areas is highly specific to the existing tenant;
- The existing floor plates are characterised by dated building services and suspended ceilings which need to be replaced/ removed to meet current market standards;
- The arrangement and provision cycle storage and associated WC and showers are outdated;
- The ground floor is underutilised, and the entrance does not enhance the streetscape due to the existing building line and dark glazing; and
- The basement level is inefficient for its size and alternative transport modes could be explored.

External

- The current brickwork façade with small, punched hole, windows is seen as unattractive and unwelcoming and creates a lack of natural light throughout all internal spaces;
- Issues with the existing fire-stopping have been identified, and substantial repairs are required across the whole façade surface;
- The curtain walling at upper levels of the building and entrance spaces is of low quality and is dated;
- The architectural emphasis on the corner of Fountain Street and Marble Street appears out of scale compared with the relative importance of the area;
- Visual connection and surveillance are poor along Marble Street and West Mosley Street; and
- The building set-back on Fountain Street does not allow the building to fully engage with the street and is detrimental to the reading of Fountain Street as the primary thoroughfare.

Schedule of Supporting Information

- 1.15 This application is accompanied by a suite of supporting information, as detailed in Table 1.1 below, having regard to the Council's Validation Checklist (September 2018).

Table 1.1: Schedule of Supporting Information

SUPPORTING INFORMATION	AUTHOR	DATE
Planning Application Form, Certificates and Notices	CBRE Limited	January 2023
Covering Letter	CBRE Limited	January 2023
Planning Statement incl. Heritage appraisal	CBRE Limited	January 2023
Design and Access Statement	OMI Architects	December 2022
Air Quality Assessment	BWB Consulting	December 2022
Acoustics Assessment	Lighthouse Acoustics	December 2022
Preliminary Ecology Assessment	Tyler Grange	December 2022
Phase 1 Geo-environmental Assessment	IGE Consulting	December 2022
Flood Risk and Drainage Strategy	IGE Consulting	December 2022

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SUPPORTING INFORMATION	AUTHOR	DATE
Crime Impact Statement	GMP Design for Security	December 2022
Television and Radio Impact Statement	G-Tech Surveys	December 2022
Construction Management Plan	CBRE Limited	December 2022
Environmental Standards Statement	Quinn Ross	December 2022
Heritage Impact Statement	SLHA	December 2022
Transport Statement	Vectos	December 2022
Travel Plan	Vectos	December 2022
Waste Management Strategy incl. MCC Waste Proforma	Vectos	December 2022

1.16 A full suite of drawings to accompany this planning application have been prepared by OMI Architects and are scheduled in Appendix A.

1.17 This Full Planning application has been submitted online via the Planning Portal (PP-11659027).

The Applicant

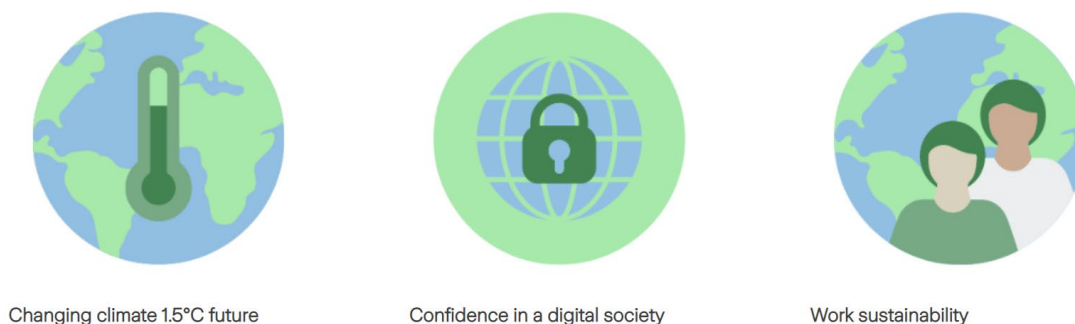
1.18 Zurich Insurance Company Ltd – UK Branch is part of Zurich Insurance group which is headquartered in Zurich, Switzerland, where it was founded in 1872. The holding company, Zurich Insurance Group Ltd (ZURN), is listed on the SIX Swiss Exchange. They are one of the world's leading insurers, operating across multiple territories and providing a range of property, casualty and life insurance products. Zurich's customers include individuals, small businesses, and mid-sized and large companies, as well as multinational corporations.

1.19 The Applicant is committed to fostering a strong relationship with MCC and other key stakeholders in Manchester to ensure that the proposal contribute to meeting the City's regeneration priorities and deliver Grade A office development.

Sustainability

1.20 Zurich aims to be one of the most responsible and impactful businesses in the world, striving for a positive impact in all areas of work and investment. In the UK, Zurich have developed a sustainability strategy which sets out plans to deliver on three key themes: changing climate, confidence in a digital society and work sustainability.

Figure 1.1 Zurich Insurance Sustainability Infographic



1.21 These objectives chime with the Council's Climate Change Action Plan (2020-25) and its commitment to become zero carbon by 2038.

1 Introduction

- 1.22 Zurich Insurance's commitment to sustainability was a key driver that informed the development proposals for the refurbishment and reconfiguration of 35 Fountain Street.

Structure of the Statement

- 1.23 This Planning Statement is structured as follows:

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

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

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

Chapter 5 – Planning Policy Context – sets out the relevant policies of the statutory development plan and other material considerations, including specific policy tests against which the proposal will be determined.

Chapter 6 – Assessment of the Proposal – assesses the proposed scheme against Development Plan policies, other relevant material considerations and the Green and Blue Infrastructure Strategy.

Chapter 7 – Planning Balance and Conclusion – summarises the main findings of the Planning Statement, establishes the planning balance, and concludes on the overall merits of the scheme.

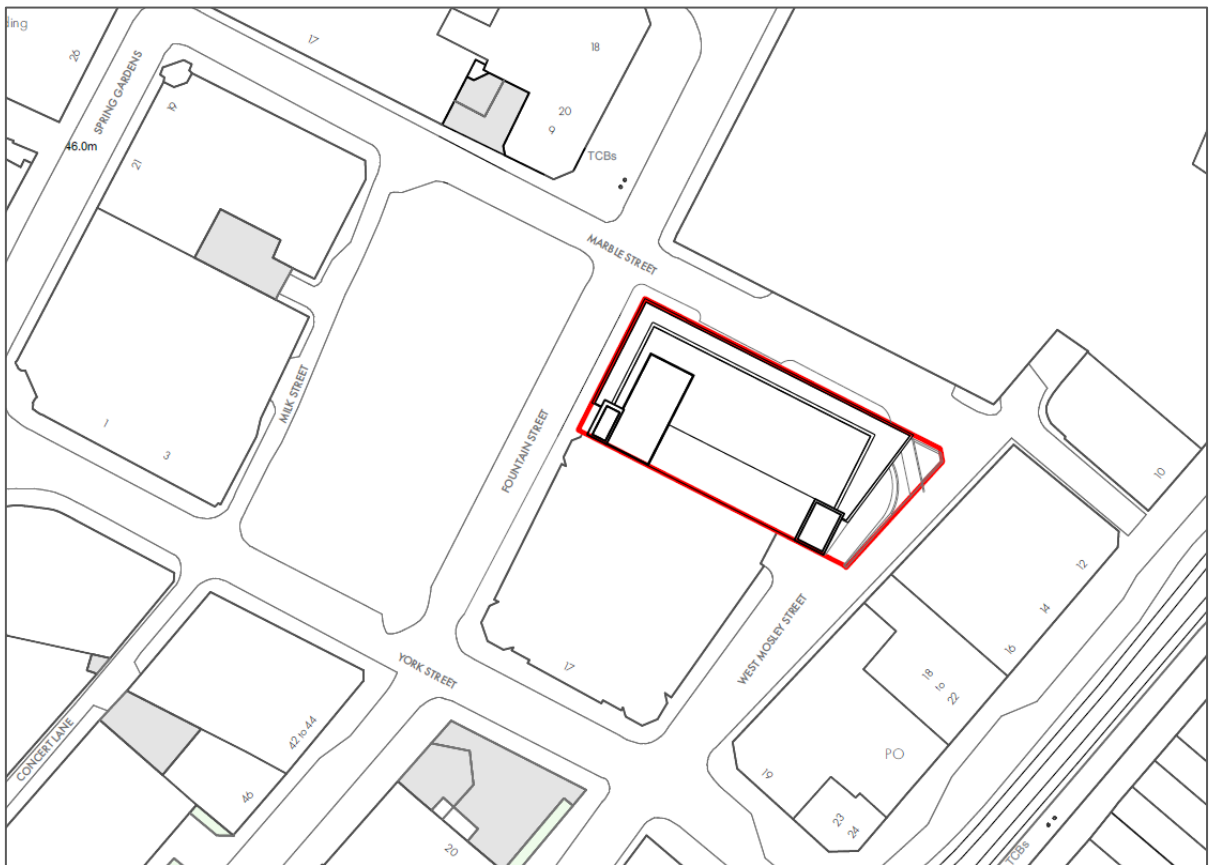
2 The Site and its Surroundings

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

THE SITE

- 2.2 The Site edged red on the accompanying Site Location Plan comprises 35 Fountain Street, which is an existing office building which consists of 6,602sq.m across a basement level, ground floor level and 6 upper floors, on a site area of 0.098ha. The Site also includes sections of adopted highway along Fountain Street and Marble Street, within the ownership of Manchester City Council (MCC) Highways. Fountain Street is located in prominent location within the City Centre, in close proximity to Piccadilly Gardens, Spring Gardens, Market Street, and the Arndale Centre.
- 2.3 The Site is bound to the north by Marble Street and Primark, West Mosley Street and Piccadilly Gardens to the east, York Street and the adjoining Royal Sun Alliance building to the south, and Fountain Street to the west. The Site is in the Deansgate Ward.
- 2.4 The existing building was constructed in the early 2000's for office uses, the previous tenant Booking.com has recently ended their lease, which has provided the opportunity for the buildings to be refurbished and modernised to create Grade A office space within the centre of Manchester.

Figure 2.1: Site Location (red line boundary plan)



Existing Property

- 2.5 The existing building was designed by Lancashire based Architects Cassidy Ashton Architecture and was erected in 2002. The building was originally internally connected to the adjacent Sun Alliance House and functioned as 'back office' space. The existing building comprises a basement level for servicing and car parking, a ground floor level plus six upper floors of useable office accommodation. The glazed ground floor and first floor are set back from the building line along Fountain Street which results in a cantilever of the upper floors.

2 The Site and its Surroundings

- 2.6 The Site is principally built of red facing brick in common stretcher bond with dark glazed panels which break up the massing, creating a fragmented 'floating' appearance of unequal proportions. The recessed lower storeys of the building are considered to be a negative element to the street scene, as the dark glazing to the curtain wall presents a negative and inactive frontage to Fountain Street and Marble Street.

Existing Schedule of Accommodation

- 2.7 The existing building has a total gross internal area of 6,238 sq.m (67,142 sq.ft) with office accommodation arranged over the ground and upper six floors, with the seventh floor occupied by plant and a basement level used for car parking and servicing. A schedule of accommodation for the existing building is set out in Table 2.1 below.

Table 2.1 Existing Accommodation Schedule

FLOOR	TENANT	NET INTERNAL AREA (SQ.M.)	GROSS INTERNAL AREA (SQ.M.)	GROSS EXTERNAL AREA (SQ.M.)
Level B1	Booking.com		708	708
Level 00		388	702	751
Level 01		627	752	806
Level 02		687	808	861
Level 03		687	808	861
Level 04		687	808	861
Level 05		687	808	861
Level 06		687	808	848
Level 07			36	45
Total		4,450	6,238	6,602

Vehicular Access

- 2.8 There is a single existing vehicular access to the building, located to the rear of the building off West Mosley Street via a ramp to the basement level. There is a secondary cycle store entrance fronting Marble Street.

Parking Provision

- 2.9 The basement level of the existing building provides access to a car park which currently has capacity for 14 vehicles. There is also existing provision for 110 cycle parking spaces, it is understood that the cycle parking is currently underutilised therefore the proposal has aimed to increase the efficiency and use of this space.

Current Condition

- 2.10 There has been an upgrade to the building since it was erected in 2002. In 2012, the previous owner of the Site secured planning permission (ref. 100670/FO/2012/C1) to upgrade the building including elevational alterations and the redevelopment of the ground floor to create a distinctive new front entrance, reception and a business lounge with informal and formal seating to provide co-working space referred to as the 'Tenants Hub'.
- 2.11 Notwithstanding this intervention, the building is still facing difficulties in securing long-term occupiers. The current tenants lease is due to end in Spring 2023 with no subsequent tenant in place. The internal alterations and fit-out that were undertaken in 2012 upon the existing tenant's occupation are specific to this organisation and therefore a reasonably significant internal refurbishment would be required in order to bring the office space back to the market.
- 2.12 In addition to general deterioration and fit-out considerations, the building displays some issues which are more fundamental and which, as part of an overall refurbishment, have been reviewed and resolved.

2 The Site and its Surroundings

2.13 A façade inspection report was undertaken by CBRE which provided a clear statement on the existing building's external wall build-up including low levels of insulation (not untypical for the date of construction) and, more significantly, a substantial lack of necessary fire-stopping.

2.14 These issues, alongside others raised by the wider design team, lead to a series of internal and external issues being identified, these are as follows:

Internal

- Existing office is of moderate quality and the fit out of these areas is highly specific to the existing tenant;
- The existing floor plates are characterised by dated building services and suspended ceilings which need to be replaced/ removed to meet current market standards;
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STATUTORY DESIGNATIONS

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

Heritage

Conservation Areas

2.16 The Site is in the Upper King Street Conservation Area.

2.17 The Upper King Street Conservation Area lies in the heart of the City Centre and was designated by the City Council on 4th November 1970. The Conservation Area comprises the central financial district around the eastern portion of King Street. The area was extended on the 26 June 1985, to include properties up to Market Street and Mosley Street.

2.18 The Site is approximately 350m south of the Smithfield Conservation Area, which was designated in 1987.

Listed Buildings

2.19 There are a number of heritage assets within the immediate vicinity (c.250m) of the Site, including:

- Grade II* Listed Estate Exchange;
- Grade II* Listed Royal Bank of Scotland and Former National Westminster Bank;
- Grade II Listed 10 Mosley Street;
- Grade II Listed 12 Mosley Street;

2 The Site and its Surroundings

- Grade II Listed Harvest House;
- Grade II Listed Colwyn Chambers;
- Grade II Listed 41 Spring Gardens;
- Grade II Listed 43 and 45 Spring Gardens;
- Grade II Listed 47 Spring Gardens; and
- Grade II Listed 49 Spring Gardens.

Flooding

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

Ecology and Landscape

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

Trees

2.22 There are no trees within the Site boundary.

Air Quality Management Area

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

SURROUNDING AREA

2.24 The Site is located within the commercial core and CBD of Manchester City Centre, which is predominantly characterised by office uses with active uses on the ground floor. Fountain Street provides a key link across the City Centre connecting Manchester's Civic Quarter to the Primary Shopping Area.

2.25 Primark occupy the building immediately to the north of the Site (106 - 122 Market Street), and a series of retail frontages and a Post Office front onto Mosley Street to the east.

2.26 The recently completed 11 York Street is located to the east of the Site, which provides 8,018 sq.m. of Grade A office space with ground floor retail and a coffee outlet on the ground floor.

2.27 The vibrant Northern Quarter and Chinatown are located are located c.250m to the north and east of the Site respectively.

2.28 Piccadilly Gardens is also located c.250m to the north-east of the Site. The area is due to be redeveloped to provide enhanced public realm alongside *"a unique range of functions including as a major route through the city centre, a transport interchange, a space for markets and events, a meeting place and a green space"* (Manchester City Council).

Heritage Context

2.29 As detailed above, there are no listed buildings or designated heritage assets on the Site.

2.30 The existing building on the Site is considered by Stephen Levrant Heritage Architecture (SLHA) to be a negative contributor to the Upper King Street Conservation Area in which it is located. Therefore, the proposal presents an opportunity to remove the negative components of the building, and create a more inclusive building which presents a more coherent architectural appearance; thereby providing an enhancement to the designated Conservation Area.

2.31 There are a number of heritage assets within the immediate vicinity (c.250m), as listed in paragraph 2.19 above.

Scale and Form

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

2 The Site and its Surroundings

ACCESSIBILITY AND SUSTAINABILITY

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

Pedestrian

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

Cycle

- 2.40 The Bee Network proposal is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain, covering 1000 miles. In Manchester, 279 new or upgraded crossings are proposed enabling 94% of the population to use Beelines. Three miles of Beelines on busy roads are proposed.
- 2.41 The network will consist of signed routes 'Beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and Transport for Greater Manchester. Located 450 metres away, Hilton Street will accommodate a 'Busy Beeway'.
- 2.42 The Site is located in close proximity to various cycle routes, including on-road routes and traffic-free routes of a good surface. The surrounding roads are subject to a reduced 20 miles per hour speed limit and as such cater for a safer cycling environment, including Marble Street, West Mosley Street, York Street and Fountain Street.
- 2.43 There is a Bee Network Cycle Hire station within 100m of the Site, located at the junction of Marble Street and Fountain Street

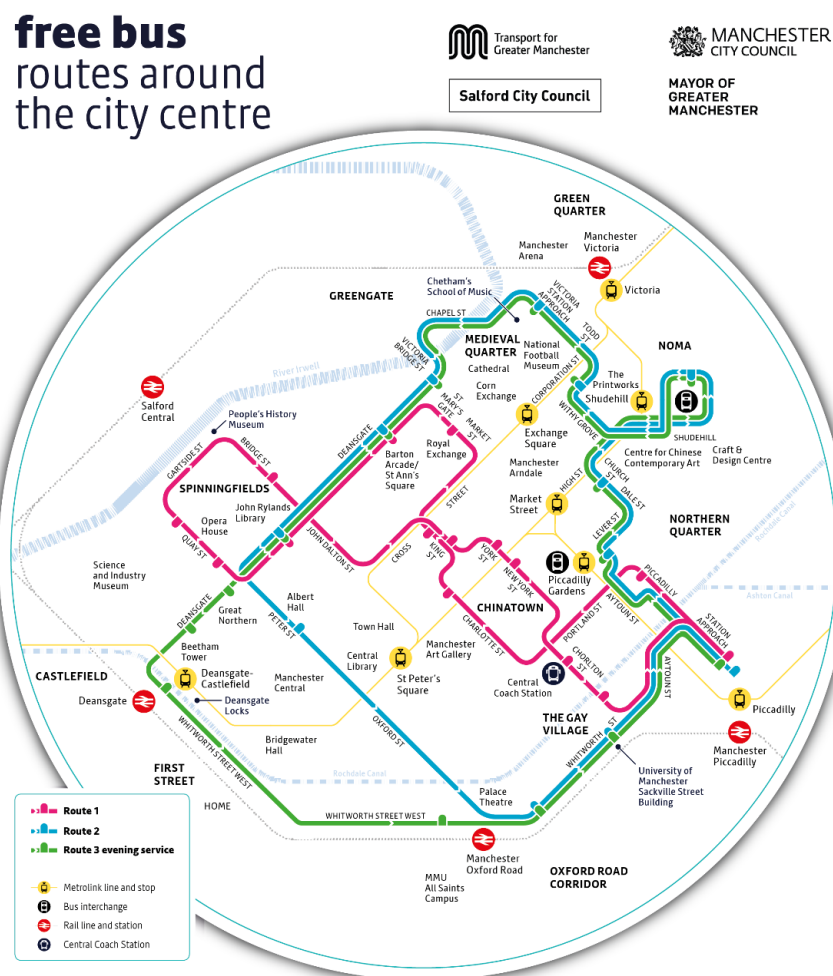
Bus

- 2.44 The Site is located within 300m of Piccadilly Bus Station to the north east and 500m of Shudehill Bus Station, to the north west.

2 The Site and its Surroundings

- 2.45 The Manchester Free Bus service known as ‘Metroshuttle’ also operates across Manchester City Centre. Such buses are highly branded and are instantly recognisable, running on a 10 or 12-minute frequency. High quality stop are provided along the service routes with clear branded images on bus stop plates.
- 2.46 Three routes are pass through the City Centre’s main commercial, financial and cultural districts. These are named Route 1, 2 and 3. All these services can be boarded at Piccadilly Gardens within 400-metre distance of the Site. This service can be boarded on New York Street, Charlotte Street and King Street.
- 2.47 An extract of the Manchester Free Bus Route Map is provided in Figure 2.2 below.

Figure 2.2- Free Bus Route Map



Metrolink

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

2 The Site and its Surroundings

Train

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

PLANNING HISTORY

Site Planning History

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

Table 2.2 Site Planning History

APPLICATION REFERENCE	DESCRIPTION OF DEVELOPMENT	DECISION
100670/FO/2012/C1	Elevational alterations and use of ground floor for office (B1), retail (A1) and cycle storage and associated facilities.	Approved 21st December 2012
059091/CC/CITY1/00	Conservation Area Consent - Demolition of existing office block.	Approved 23rd November 2000
059090/FO/CITY1/00	Erection of office block with ground floor retail (A1, A2 and A3) and B1 office use, and basement car parking after demolition of existing building.	Approved 23rd November 2000

- 2.57 As can be seen from Table 2.2 above, the Site has received limited investment since the building was first constructed in the 2000's. In 2012, the previous owners applied to upgrade 35 Fountain to create a more modern office environment. The proposal consisted of elevational alterations and the redevelopment of the ground floor to create a distinctive new front entrance, reception, and a Tenants Hub.
- 2.58 Notwithstanding this intervention, the building is still facing difficulties in securing long-term occupiers. The current tenants lease is due to end in Spring 2023 with no subsequent tenant in place. The internal alterations and fit-out that were undertaken in 2012 upon the existing tenant's occupation are specific to this organisation and therefore a reasonably significant internal refurbishment would be required in order to bring the office space back to the market.
- 2.59 In addition to general deterioration and fit-out considerations, the building displays some issues which are more fundamental and which, as part of an overall refurbishment, have been reviewed and resolved.
- 2.60 A façade inspection report was undertaken by CBRE which provided a clear statement on the existing building's external wall build-up including low levels of insulation (not untypical for the date of construction) and, more significantly, a substantial lack of necessary fire-stopping.
- 2.61 These issues, alongside others raised by the wider design team, lead to a series of internal and external issues being identified, these are as follows:

Internal

- Existing office is of moderate quality and the fit out of these areas is highly specific to the existing tenant;

2 The Site and its Surroundings

- The existing floor plates are characterised by dated building services and suspended ceilings which need to be replaced/ removed to meet current market standards;
- The arrangement and provision cycle storage and associated WC and showers are outdated;
- The ground floor is underutilised, and the entrance does not enhance the streetscape due to the existing building line and dark glazing; and
- The basement level is inefficient for its size and alternative transport modes could be explored.

External

- The current brickwork façade with small, punched hole, windows is seen as unattractive and unwelcoming and creates a lack of natural light throughout all internal spaces;
- Issues with the existing fire-stopping have been identified, and substantial repairs are required across the whole façade surface;
- The curtain walling at upper levels of the building and entrance spaces is of low quality and is dated;
- The architectural emphasis on the corner of Fountain Street and Marble Street appears out of scale compared with the relative importance of the area;
- Visual connection and surveillance are poor along Marble Street and West Mosley Street; and
- The building set-back on Fountain Street does not allow the building to fully engage with the street and is detrimental to the reading of Fountain Street as the primary thoroughfare.

Other Relevant Planning Decisions

2.62 Table 2.3 below sets out a summary of the planning applications of relevance in the immediate vicinity of the Site.

Table 2.3 Other relevant decisions in the vicinity of the Site

APPLICATION REFERENCE	DESCRIPTION OF DEVELOPMENT	DECISION
109161/FO/2015/C1 126476/JO/2020 11 York Street, M2 2AW	Demolition of existing building and redevelopment of the Site for the erection of an eight storey building comprising offices (class B1), with shop (Use Class A1), financial and professional institution (Use Class A2) or restaurant/cafe (Use Class A3) uses on the ground floor, together with basement car and cycle parking, related highway works, public realm improvements and associated works.	Approved 2 nd November 2015

2.63 The above permission relates to the land and building at 11 York Street which previously comprised a 6 storey office building. The importance of this decision is that it establishes a precedent for taller buildings and regeneration within the surrounding area.

3 Pre-Application Engagement

- 3.1 Comprehensive pre-application consultation has been undertaken with MCC, Historic England and other key stakeholders during the preparation of the planning application. A synopsis of the key consultation events is presented below.
- 3.2 Planning Officers agreed with the proportionate approach to consultation for the Proposal, which is based upon Manchester's Statement of Community Involvement (adopted 18 July 2018). A summary of the consultation undertaken is set out below.

FORMAL PRE-APPLICATION WITH PLANNING OFFICERS

- 3.3 To inform the development of the scheme proposal comprehensive pre-application discussions have been held with Senior Planning Officers at MCC. A summary of the pre-application discussions held is detailed below:
- 2nd December 2021 – The design team presented the background to the proposals, including the key drivers for the scheme, and established the site's existing context. There was a focus on the surrounding heritage context, including the King Street Conservation Area and nearby Listed Buildings, and also the importance of rejuvenating the City's Central Business District (CBD). Building on the identified constraints and opportunities associated with the existing plot, OMI Architects presented a series of concept designs which sought to retain and re-imagine the existing brick cladding and also create a two storey vertical extension with roof terrace. It was advised that further technical assessments would be undertaken to further refine the scheme design including fire safety surveys of the existing cladding. The initial proposals were generally well received by the Council as was the commitment to investing in the CBD. It was agreed that a further pre-application meeting would be held once the design had been further progressed.
 - 8th September 2022 – Following a period of detailed design work, informed by technical assessments including cladding survey, a preferred concept was presented to the Council for discussion. A key amendment to the concept design stage was the proposal for a complete façade replacement. This was proposed for three principal reasons:- 1) the survey on the cladding had identified a series of defects with the fire breaks that needed to be addressed in the interest of safety, 2) the complete removal and replacement of the cladding enabled higher sustainability credentials to be achieved and 3) the design of the façade could be improved to enhance natural light and mirror the pattern of surrounding development, reinforcing the streetscene. This was welcomed by the Council who also suggested that opportunities to push out the build line of the building be explored. In terms of materiality, the Council sought the use of high-quality materials in terms of both appearance and durability. The Planning Officer advised that consultation should be undertaken with neighbouring properties and Historic England in advance of submission.
- 3.4 Overall, Senior Officers were supportive of the scheme proposals and the regeneration benefits that will be secured.

CONSULTATION WITH KEY STAKEHOLDERS

Historic England

- 3.5 Historic England were consulted upon as the Site is within the Upper King Street Conservation Area and surrounded by a number of designated heritage assets. Stephen Levrant Heritage Architecture (SLHA) consulted Historic England on 17th October 2022 to understand if they had any comments on the proposal and SLHA's initial heritage assessment, if they thought the design would negatively impact upon the neighbouring heritage assets, and whether they would like to be consulted upon further during the planning application process.
- 3.6 On 20th October, Historic England confirmed that due to the minor nature of the proposal, they are happy for the Local Planning Authority (LPA) to advise on heritage matters, and therefore all heritage matters should be delegated to Manchester City Council (please refer to Appendix C of this report for Historic England's response). A comprehensive Heritage Assessment, prepared by Stephen Levrant Heritage Architecture, details of this assessment can be found in section 6 below.

Greater Manchester Police – Design for Security

- 3.7 Greater Manchester Police (GMP) Design for Security were consulted upon prior to the submission of the planning application. A number of recommendations were provided which have been summarised in section 4 of this statement and were incorporated into the proposal's design and future operational management.

3 Pre-Application Engagement

INFORMAL CONSULTATION WITH NEIGHBOURING PROPERTIES

- 3.8 The occupant to the north of the Site is Primark who is a key stakeholder in the area. Primark currently use Marble Street as a way of servicing their building. The project team met with Primark to run through the proposal on 28th September 2022, and they confirmed that they did not have any issues with the proposal, and that the proposal would not have an impact on their access arrangements. Overall, the proposal to uplift the building was welcomed by the Primark team as it would seek to remove the existing building overhang which currently presents the risk of anti-social behaviour.
- 3.9 As the development proposals for the Site include development on both land in the Applicants ownership and land within MCC Highways ownership, discussions have been undertaken with MCC Highways to inform the Stopping Up Order.
- 3.10 The proposed refurbishment of 35 Fountain Street includes the introduction of new columns that will be positioned in the footways on Fountain Street and Marble Street. Alongside proposed changes to the existing building line at ground floor level on Marble Street and Fountain Street will impact on the existing footways on Marble Street and Fountain Street.
- 3.11 Transport consultant Vectos have liaised with MCC Highways in relation to the proposed changes to the footways on Fountain Street (new building columns proposed and lift wall extended within the footway) and Marble Street (new building column and amendments to the existing footway provision proposed). The Council have confirmed in an email dated 16th December 2022 that as the development is proposed over footway that is classified as 'highway', a Stopping Up Order (SUO) will need to be secured and this will be subject to a separate application process.

4 The Proposed Development

- 4.1 This section provides a summary of the background to the scheme which sets the context which the proposal has evolved, before providing a full description of the proposal.

DESCRIPTION OF DEVELOPMENT

- 4.2 This application is seeking Full Planning Permission for the following:

'Refurbishment of the existing office building to include replacement of the external façade and new two-storey extension to create additional floorspace and roof top terraces, servicing and cycle parking, access and associated works'.

- 4.3 Details of the Proposal are provided below. This section should be read in conjunction with the accompanying Design and Access Statement and application drawings (detailed in Appendix A) prepared by OMI Architects.

DESIGN DEVELOPMENT

- 4.4 The approach to design development has been an iterative one, informed by a range of factors including viability, market requirements, technical considerations including design and heritage impacts and pre-application consultation.
- 4.5 From the outset the Applicant was clear that the building needs to meet the demands of the target occupiers whilst complementing the historic environment through its massing, the use of high-quality materials and attention to building detailing. The approach to design has been an iterative one and has been informed by comprehensive suite of supporting information and outcomes of pre-application consultation with Manchester City Council.
- 4.6 Full details of the scheme evolution and design rationale are provided in the accompanying Design and Access Statement. In summary, however the proposal will be a contemporary refurbishment of a prominent building in Manchester skyline, creating a significantly improved approach both to commercial office development and buildings within a Conservation Area. Its sympathetic architectural language aims to strengthen the heritage setting and within its surroundings.

DEVELOPMENT PROPOSAL

- 4.7 The following section describes the final detailed design of the proposal.

Proposed Use

- 4.8 The proposal will continue to be used as an office (Use Class E) with an uplift to the existing floorspace of 1,898 sq.m.
- 4.9 A schedule of accommodation detailing the quantum of development proposed is set out in table 4.1 below.

Table 4.1 Proposed Accommodation Schedule

FLOOR	NET INTERNAL AREA (SQ.M.)	GROSS INTERNAL AREA (SQ.M.)	GROSS EXTERNAL AREA (SQ.M)
Level B1	613	708	708
Level 00	652	732	764
Level 01	712	756	799
Level 02	712	833	867
Level 03	712	833	867
Level 04	712	833	867
Level 05	712	833	867
Level 06	712	833	867
Level 07	712	833	867
Level 08	536	653	680
Level 09	58	247	347
Total	6,131	8,094	8,500

4 The Proposed Development

Layout

- 4.10 The proposal comprises a flexible arrangement of lettable spaces around a core with associated back of house spaces kept to a minimum to maximise the office floorspace, front of house space and active frontages along Fountain Street.
- 4.11 The proposal has been designed and as showing on the accompanying Proposed Floor Plans prepared by OMI Architects comprises the following elements:

Basement

- 4.12 It is proposed that the existing car parking provision is removed from the basement level and only an access route and parking space for service vehicles associated with the existing substation is retained.
- 4.13 To encourage sustainable travel and reduce the reliance on car, a secure 'cycle hub' is proposed at basement level, which will contain facilities for cyclists. This will include:
- Secure cycle storage for 66 spaces (double stacked system);
 - Designated bicycle repair space;
 - Self-contained shower and changing cubicles, with vanity area;
 - Heated drying area for equipment;
 - 52 lockers in the dry room and 38 lockers in the changing rooms for personal storage;
 - Fully accessible WC and shower;
 - Direct access to the main reception lobby via the main core, offering a 'cycle in / cycle out' facility;
 - Pedestrian access to the basement level is via a lift to provide direct access to all floors within the building; and
 - Vehicular access to the basement level is via the existing ramp access off West Mosley Street.

Ground Floor

- 4.14 During pre-application discussions, MCC encouraged the design team to explore the removal of the recessed area to the rear of the existing building to reduce the potential for anti-social behaviour. This has led to the proposed footprint of the building being extended on the along Marble Street, therefore a Stopping Up application will be required.

Main Entrance and Reception

- 4.15 To improve the existing buildings connection with Fountain Street and provide an active frontage, the main entrance has been reconfigured to provide a stronger presence at street level, extending the building line outwards towards the existing street line.
- 4.16 The existing bike store entrance and associated set-back in building line has been removed by extending the building line outwards. This small, recessed area constitutes unattractive design, and the area has been subject to anti-social behaviour.
- 4.17 Additional glazing is proposed to the Marble Street and West Mosley Street frontages to provide visual connections to the internal office space at ground level. This design seeks to increase the visual connection between the interior and exterior of the building activating the street level and providing passive surveillance.
- 4.18 The upper office areas are accessed via a prominent main entrance located in the same area of the existing, fronting Fountain Street. The entrance leads directly to a reception area and then on to a lift lobby via the secure line of the building, likely in the form of a manned reception desk and speed gates, to provide added security to the building.

Core

- 4.19 The core has 2 no. passenger lifts to the front of the building and two main staircases, one to the front and one to the rear of the building.

4 The Proposed Development

Emergency Access

- 4.20 There are two fire access doors located on the ground floor of the building. A new emergency exit is proposed fronting Fountain Street immediately adjacent to the main lift lobby, and there is an existing one fronting West Mosley Street which will remain in situ.

Upper Floors

Level 1 to Level 6

- 4.21 The existing office floor levels have been redesigned to increase the efficiencies and the lettable area. A typical floor level will include the removal or replacement of the existing low-quality ceilings, partitions and M&E installations with more efficient installations. The ceiling finish will be flush to the underside of the structure maximising ceiling heights throughout the building.
- 4.22 Each floor will also include six gender neutral WC's and one fully accessible WC in line with BCO2019 Best Practice for Offices Specification.
- 4.23 An additional and enlarged riser to account for the additional floorspace will also be provided on each floor.

Level 7 and Level 8

- 4.24 During design development, a detailed structural analysis of the existing building was undertaken by Buro Happold which presented the opportunity to increase the net internal area of the building by adding two floor levels, referred to as Level 7 and 8.
- 4.25 Level 8 is set back, reducing the overall apparent mass of the building and providing external amenity space to the occupiers of this floorspace. A terrace is also proposed on Level 8 which will wrap-around the building allowing views in multiple directions and introduces the potential to include flexible soft planting arrangements aiding biodiversity.
- 4.26 These floor levels have been designed to mirror the proposed floor levels below (Level 1 to 6) with a lightweight steel structure that sits on top of the existing steel frame.

Level 9

- 4.27 The proposal includes the creation of Level 9 at roof level to allow for a terrace with meeting rooms and amenity space. Level 9 provides internal and external amenity space to benefit all building occupiers, accessible by fob access. This level is formed of a large terrace facing north, east and west with flexible soft landscaping and a series of seating and a flexible set of internal meeting spaces.
- 4.28 This space takes advantage of the extensive views over Manchester and beyond and also provides occupiers with a large space, directly connected to the external terrace areas, that can provide the type of large flexible space that is often provided within modern office buildings.
- 4.29 The internal element at this level is set far back from the building perimeter resulting in it not being visible from street level viewpoints. From long distance views and from raised viewpoints within the locality (i.e. adjacent tall buildings) this space also helps to conceal the mechanical equipment located to the south at this same floor level.
- 4.30 Level 9 will also include mounted plant equipment to the western edge of the floorplate.

Scale and Massing

- 4.31 As noted above, the proposal comprises a two-storey extension to the existing building to provide additional office floorspace, meeting room space and external terraces. This is a modern occupier requirement and would result in the building being more tenatable once the refurbishments have been completed.
- 4.32 Levels 8 and 9 have been set back reducing the overall apparent massing of the building. This is to reduce the overall impact the extension to the building would have on the Upper King Street Conservation Area and the setting of Listed Buildings within the vicinity of the Site. This has been fully assessed within the Heritage Assessment submitted as part of this planning application, a summary of which is found in section 6 of this Planning Statement.

4 The Proposed Development

Appearance and Materiality

Appearance

- 4.33 During design development, it was highlighted that there were a number of defects within the existing façade. Therefore, a replacement façade was required as part of the proposed refurbishment.
- 4.34 The strategy for the replacement and construction of a new façade presents the opportunity to rectify architectural issues with the existing building design. The replacement façade also allows for the building to be transformed and reposition improving its connection with Fountain Street.
- 4.35 The proposed cladding consists of a series of elements to respond to design parameter and the office use. The various elements are summarised below:
- Low level curtain wall glazing sitting on a strong plinth of precast concrete anchoring the building, providing a robust street level finish. The glazing encourages visual connections between interior and exterior and passive surveillance particularly along Marble Street and West Mosley Street.
 - A series of precast concrete columns on the pavement line on Fountain Street in order to address the street and highlight the primary elevation.
 - The upper levels of the Fountain Street elevation are formed in a formal combination of brick piers and precast concrete string-courses in a broadly 'post-and-lintel' arrangement.
 - The remaining elevations are a 'stripped-back' version of the Fountain Street elevation treatment reflecting their secondary nature. This is expressed as a glazed curtain wall combining full-height clear glazing, glazed spandrel panels with corrugated aluminium panels in set and surface aluminium panels concealing 'purge' natural ventilation openings. The motif applied to these panels is inspired by the River Tib that flows within a culvert to the east of the Site. These areas also include cantilevered aluminium horizontal fins (continuous) and vertical fins (discontinuous) that are reduced version of the heavier weight architectural expression on the Fountain Street elevation.
 - The stair and lift cores are clad in light coloured brickwork to emphasise their mass and act as a counterpoint to the relatively lightweight curtain wall elements.
 - At roof level the facades are treated in a similar manner to the other aluminium curtain wall elements with the addition of a further grid of fins.

Materiality

- 4.36 The proposed materials are robust and high quality and have been selected to complement both the historic environment and the more contemporary buildings within the surrounding area. The mixture of materials has been selected to provide articulation and hierarchy to the façades and to provide a clear contrast between primary and secondary elevations.
- 4.37 The use of robust materials at street level to address concerns of damage to the existing building from the busy nature of the surrounding streets and the potential for anti-social behaviour. Tactile and high-quality materials have been selected to promote public interaction at street level.
- 4.38 The use of light-coloured brick and precast concrete reflect the colour tone present along Fountain Street. Although predominantly brick and grey stone has been present historically, Fountain Street has a mix of many architectural styles and materials. The most prominent buildings that the proposed design takes cues from is the former Lewis' building, Lowry House and the recently completed 11 York Street.

Landscape

- 4.39 External roof terraces are proposed for use by occupiers of the building. The terraces, which afford views over the City Centre, will include seating areas together with areas of managed raised planters.

4 The Proposed Development

OPERATIONAL MANAGEMENT

- 4.40 This section sets out how the proposal will be managed operationally. It should be read in conjunction with the accompanying Waste Management and Servicing Strategy.

Parking

Car Parking

- 4.41 The proposal will be 'car-free' and would result in the removal of the existing 14 no. car parking spaces currently at the building. This approach is in line with the Council's aspirations to change how people travel into and out of the City Centre, increasing the number of non-motorised trips and usage of public transport. Despite the Site's highly sustainable location in close proximity to a range of sustainable transport modes should occupiers choose to drive, then there a number of public car parks in the local vicinity.

Secure Cycle Parking

- 4.42 A secure 'cycle hub' containing 66 cycle spaces and other facilities to encourage occupiers to cycle will be provided in the basement. The 'cycle hub' features a dry room, lockers, showers and a designated cycle repair station. The number of cycle parking spaces proposed represents a reduction in spaces, however this still represents a policy complaint scheme. The reduction in spaces is to allow for a more efficient use of the space and allow for the inclusion of the additional features listed above.

Deliveries, Services and Waste Management

- 4.43 As detailed in the accompanying Waste Management and Servicing Strategy prepared by Vectos, the operation and servicing of the building will remain as it is currently carried out, with full details below.

Services and Deliveries

- 4.44 Deliveries to the Site will occur through the main entrance to the reception desk, there are 6 on-street parking bays on Fountain Street where a courier can complete deliveries. Larger deliveries to the site will be made via West Mosley Street where there is space for a larger vehicle to wait and goods then taken down the ramp to basement level.
- 4.45 The Site will generate approximately 14 arrivals and departures respectively across the course of the day. It should be noted that all these trips will be light goods vehicle deliveries, with the vast majority made by vans. Deliveries are expected to be made within 10 minutes before the vehicle would then move on.
- 4.46 Delivery movements generated by the Site are not expected to occur during the typical morning and evening peak periods of 08:00-09:00 and 17:00-18:00 and would therefore not present a material impact to the surrounding highway network.

Waste Management

- 4.47 The refuse store will be located within the basement level, as existing, and has a total floor area of c.15 sq.m. The Site currently adopted a private collection system via Bagnall and Morris, a waste management company.
- 4.48 Based on the current arrangement and a collection frequency of 5 times per week, the proposal will be able required to store a total of 4x 1,100 litre Eurobins (1x general waste and 3x or mixed recycling), along with 1x 240 litre refuse container to store organic waste. As outlined, waste collection will be undertaken via the private collection regime that is already in place and servicing the Site.

Safety and Security

- 4.49 A Crime Impact Statement has been prepared by GMP – Design for Security which made several recommendations which will be incorporated into the next stage of the design process and operational management, including:
- Reception area: access to the stair core and lifts from the entrance lobby should require passage through access-controlled turnstiles or doors;
 - Access control should be capable of confining movement into and through the building, allowing staff and visitors to only enter parts of the development when they have a legitimate reason to be present;

4 The Proposed Development

- All individual offices levels or suites should be fitted with self-closing, access-controlled doors, operated by staff swipe cards/ fobs or by intercoms linked to individual receptions and all rooms within office suites should be capable of being deadlocked when unoccupied;
- Incoming post and deliveries should be processed at one single point and post rooms should not be located close to main exit routes;
- Cycle Hub access should be strictly limited via the access-controlled system under the building management system ensuring that only genuine cyclists can gain access. Cycle racks should allow bikes to be locked by the frame and both wheels; and
- The refuse store arrangement should allow bins to be collected without the need to leave bins out on the street for long periods of time, and operated so that the building can be secured while collections are taking place.

4.50 The building will be accessible during normal opening hours via the main entrance, with access to the office floors controlled by reception staff and electronic speed gates. Outside operating hours, the building will be completely secured around the perimeter with no access to any parts of the building without permission.

4.51 An electronic speed gate will be provided at the main entrance to control access. Access to the upper floor will be via the main circulation core and lift lobby. It is intended at this stage that the lift will employ destination control to limit access to users own floors.

4.52 CCTV will monitor important locations such as the main building entrance, goods entrance and cycle store entrance.

Opening Hours

Office

4.53 It is proposed that occupiers would have 24-hour access to the office space which would be controlled by fob access.

Roof Terrace

4.54 In terms of the external roof terrace, the use of this space would be limited for use between 07:00 and 23:00 Monday to Friday and between 10:00am and 10:00pm on Saturday, Sundays and Bank Holidays. The roof terrace will be actively managed by the onsite facilities team and will be access controlled.

SIGNAGE

4.55 A signage strategy for both the office and commercial retail use will be guided by the requirements of occupiers and informed by MCC guidance. Signage details will be agreed through submission of a separate advertising consent application.

CONSTRUCTION MANAGEMENT

4.56 A Construction Management Plan accompanies this Planning Application and describes how, subject to approval, the approach that will be taken during construction. The Applicant is committed to minimising disruption to local business and residents as far as practicable. To this end, the Applicant will seek to ensure that prospective Contractors are registered with the Considerate Contractors Scheme. Construction activities will be undertaken in line with MCC's standard construction working hours to minimise noise disturbance to surrounding properties.

SUSTAINABILITY

4.57 The proposal has been developed with sustainable design and innovation as a key priority, from controlling solar gain through passive measures, through to incorporating low and zero carbon technologies to reduce day to day emissions.

4.58 Retention of existing façade and M&E equipment and the carbon therein has to be balanced against the significant performance improvements that can be achieved through their replacement with modern, high efficiency, façades and equipment (lighting and ventilation) and the reductions in operational carbon that can be achieved. Factored into this is also ensuring the building remains a contemporary working environment that can attract tenants that will ensure the usage and long-term sustainability of the building.

4.59 A summary of proposed measures to address sustainability is as follows:

- C.90sq.m of solar PV panels at roof level;

4 The Proposed Development

- Significantly improved thermal performance of the façade;
- Increased daylight penetration in the floorplates;
- High levels of bike storage and shower facilities to encourage sustainable transport options;
- Rainwater harvesting and grey water utilisation;
- High efficiency mechanical equipment and LED lighting; and
- Retention of existing structural frame and sub-structures.

- 4.60 This is demonstrated through the target for the building to achieve a BREEAM 'Outstanding' rating for the office space, putting the building in the highest category of sustainable buildings and one of only a select number of buildings (new-build or retro-fit) to achieve this standard.
- 4.61 The scheme is also targeted to achieve 4.5* NABERS rating providing a strong indicator of the potential operational carbon reductions achieved by undertaking the measures.

5 Planning Policy Context

5.1 A full schedule of all relevant policies and the associated assessment contained at Appendix B.

STATUTORY DEVELOPMENT PLAN

5.2 The statutory Development Plan for Manchester currently consists of:

- Saved Policies Manchester Unitary Development Plan (1995)
- The Manchester Core Strategy (2012)
- Greater Manchester Joint Waste Development Plan (2012)

5.3 The Planning and Compulsory Purchase Act 2004 (“The Act”) establishes the legislative background for town planning in England and Wales. Section 38(6) of The Act requires that proposals are determined in accordance with the Development Plan, unless material considerations indicate otherwise

5.4 A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Below is a summary of the most pertinent policies relating to the proposal.

Site Allocation

5.5 The Site is located within the Regional Centre boundary and the City Centre boundary. The Site is also located within the Upper King Street Conservation Area.

SAVED UNITARY DEVELOPMENT PLAN POLICIES

5.6 The Unitary Development Plan (UDP) for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant. The relevant policies are as follows:

Table 5.1 Relevant ‘Saved’ UDP Policy

RELEVANT ‘SAVED’ UDP POLICY	COMMENTARY
Saved UDP Policy DC18 ‘Conservation Areas’	Seeks to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features. Demolition will only be granted where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract
Saved UDP policy DC19 ‘Listed Building’	Aims to preserve and enhance the settings of Listed Buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
‘Saved’ UDP policy DC26.1 ‘Development and Noise’	Seeks to reduce the impact of noise on people living and working in, or visiting the City. In giving effect to this intention, the Council will consider both: a) the effect of new development proposal which are likely to be generators of noise; and b) the implications of new development being exposed to existing noise sources which are effectively outside planning control

CORE STRATEGY (2012)

5.7 The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the ‘saved’ UDP and establishes the long-term strategic planning policies for Manchester’s future development.

5 Planning Policy Context

- 5.8 The Core Strategy sets out MCC's vision for Manchester over the Plan period to 2027, along with the planning policies that provide the framework for delivering that vision.
- 5.9 A key spatial objective of the Core Strategy is to (CBRE emphasis in bold):
- 5.10 "...support a significant further **improvement of the City's economic performance** and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- 5.11 The Regional Centre will continue to be the **main focus for business**, retail, higher education, leisure, cultural and tourism development, to further develop its role as the **main employment location and primary economic driver of the City region...** "
- 5.12 The following policies are of specific relevance and have been grouped thematically as follows economy; heritage; design; environment and Climate Change; transport and planning obligations.
- 5.13 **Table 5.2 Relevant Core Strategy Policies**

RELEVANT CORE STRATEGY POLICIES	COMMENTARY
ECONOMY	
Policy SP1 'Spatial Principles'	Details the key spatial principles which will guide the strategic development of Manchester to 2027 including the Regional Centre being the focus for economic and commercial development, retail, leisure and cultural activity. The supporting text at paragraph 6.5 establishes that the Regional Centre, with Manchester City Centre at its core, is the economic driver of the City Region and has greatest potential to drive its continued economic growth, and to do so with the least environmental costs.
Policy EC1 'Employment and Economic Growth'	States that development will be supported in sectors that make significant contributions the economic growth and productivity including health, education, retailing, cultural and tourist facilities. The City Centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism. The policy states that a minimum of 200 ha of employment land will be developed between 2010s and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). Priorities for ensuring continued economic growth include: • "Improving access to jobs for all via public transport, walking and cycling; • Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; • Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses; • Improving digital infrastructure delivery to businesses and residents; • Creating business destinations by enhancing the primary business use with ancillary commercial facilities; • Ensuring the continued social, economic and environmental regeneration of the City; • Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets"
Policy EC3 'The Regional Centre'	Encourages the development of employment generating uses including offices and other commercial development provided that they are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and the scale and type of office development does not undermine delivery of employment space within the City Centre.

5 Planning Policy Context

RELEVANT CORE STRATEGY POLICIES	COMMENTARY
Policy CC1 'Primary Economic Development Focus: City Centre and Fringe'	Acknowledges that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha of office or similar employment development with a variety of a variety of high-quality accommodation types, sizes and floor plates encouraged by the Council in order to boost investment by local, national and international businesses. The provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will also be supported in order to facilitate the creation of a vibrant employment location attractive to businesses, employees and visitors to the City Centre
DESIGN	
Policy EN1 'Design Principles and Strategic Character Areas'	Expects developers to have regard to the strategic character areas in which the development is located. In this instance the Site is located in the City Centre Character Area which contains a rich legacy reflecting its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and historic street pattern. The core area presents a dense environment that accommodates a wide range of uses including commercial, civic and residential activities. The following considerations should be taken into account in developing schemes on this Character area: - Consider the City's heritage and continue the rich pattern of activity in the core area; - Opportunities to create landmark buildings should also contribute positively to the experience of all at street level; and - Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability.
Policy DM1 'Development Management'	Establishes a series of specific issues relating to detailed designs that should be addressed by Applicants when submitted development proposal.
HERITAGE	
Policy EN3 'Heritage'	States the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
Policy CC9 'Design and Heritage'	The policy is clear that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.
ENVIRONMENT AND CLIMATE CHANGE	
Policy EN4 'Reducing CO2 Emission by Enabling Low and Zero Carbon'	Requires that proposal for new development follow the principle of the Energy Hierarchy including: - reducing the need for energy through design features that provide passive heating, natural lighting and cooling; reducing the need for energy through energy efficient features such as improved insulation and - glazing; and meeting residual energy requirements through the use of low or zero carbon energy generating technologies.

5 Planning Policy Context

RELEVANT CORE STRATEGY POLICIES	COMMENTARY
Policy EN6 'Target Framework for CO2 reductions from low or zero carbon energy supplies'	Advises that all developments over 1,000 m2 will be required to connect to a CHP/ district heating anchor or where this is not feasible secure a 15% increase on Part L 2010. The policy requires the submission of an Energy Statement to be submitted at the outset of any proposals. It goes on to state that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
Policy EN8 'Adaptation to Climate Change'	Expects new developments to be adaptable in terms of design, layout, siting and function. In developing proposal, developers should have regard to features including minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability; reduction in urban heat island effect through the use of Green Infrastructure such as green roofs and increased tree cover and waterways, and the need to control overheating of buildings through passive design.
TRANSPORT	
Policy CC5 'Transport'	Seeks to ensure that development ensures that transport is managed in a way which supports the projected growth of the City Centre.
Policy T1 'Sustainable Transport'	States that the Council will support proposal that improve choice by non-car transport modes; reduce the negative impacts of road traffic including congestion, air pollution and road accidents, and promote a travel hierarchy which prioritises pedestrians and disabled people followed by cyclists and public transport. Commercial access, general off-peak traffic and general peak time traffic should be given least priority.
Policy T2 'Accessible Areas of Opportunity and Need'	Seeks to ensure good access to the City's main economic drivers including the Regional Centre. Within the City Centre developers will be encouraged to provide car parking levels which reflect the highly accessible nature of the location.

MATERIAL CONSIDERATION

5.14 The following material considerations are of specific relevance:

National

- National Planning Policy Framework (July 2021)
- Planning Practice Guidance

Supplementary Planning Guidance

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

Emerging Planning Policy

- Places for Everyone Plan Submission Plan (August 2021)
- Manchester Local Plan

Local Strategies

- MCC Manchester Strategy (2016-2025)
- Manchester City Centre Strategic Plan
- Stronger Together: Greater Manchester Strategy (2013)
- The Greater Manchester Investment Strategy

5 Planning Policy Context

- Manchester: A Certain Future (MACF)
- Manchester Climate Change Board (MCCB) Zero Carbon Framework
- The Zero Carbon Framework
- Climate Change and Low Emissions Implementation Plan (2016-2020)

National

National Planning Policy Framework

- 5.15 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.
- 5.16 Chapter 6 (Building a strong, competitive economy) encourages planning policies and decisions to help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 5.17 Chapter 7 (Ensuring the vitality of town centres) states that planning policies should allocate a range of suitable sites in town centres to meet the scale of office development likely to be needed, looking at least ten years ahead. Where suitable and viable town centre sites are not available, planning policies should allocate appropriate edge of centre sites that are well connected to the town centre.
- 5.18 Chapter 11 (Making effective use of land) promotes and supports the development of under-utilised land and buildings, gives substantial weight to the value of using suitable brownfield land and encourages multiple benefits from both urban and rural land, including mixed-used schemes.
- 5.19 Chapter 12 (Achieving well-designed places) places high-quality building and design as fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It states that decisions should ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - Create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience.
- 5.20 Chapter 16 (Conserving and Enhancing the Historic Environment) attaches great importance to the conservation of heritage assets. In determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Planning Practice Guidance

- 5.21 The PPG provides guidance on a range of topics where relevant to the assessments which inform this planning application. There are listed below, as well as a short summary of the type of information included within the PPG for each topic:

5 Planning Policy Context

- Climate Change – guidance on how adaptation and mitigation measures can be integrated and how developments can be adapted;
- Design: process and tools: tools for assessing and improving design quality and details of effective community engagement on design;
- Effective use of land – supporting more effective use of land and planning for higher density development;
- Historic Environment – details of designated and non-designated heritage assets and the heritage consent process;
- Renewable and low carbon energy – includes specific planning considerations for active solar technology, as well as a strategy for renewable and low carbon energy;
- Travel Plans, Transport Assessments and Statements – details the type of information required in Transport Assessments and Travel Plans;
- Use of planning conditions – guidance regarding the circumstances in which conditions can be imposed, including the use of pre-commencement conditions; and
- Waste – guidance relating to the waste hierarchy and waste in context of determining planning applications.

Emerging Planning Policy

Places for Everyone Plan (Submission Plan August 2021)

- 5.22 Places for Everyone (PfE) is a new long-term plan for jobs, new homes and sustainable growth prepared by GMCA on behalf of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Upon adoption it will form part of the Development Plan for Manchester.
- 5.23 A final period of public consultation was undertaken with regards to the Publication Draft 'Places for Everyone' Plan between 9th August 2021 and 3rd October 2021. The Plan was submitted to the Secretary of State for examination on 8th March 2022. Examination hearings are currently being undertaken. At the time of writing, it is considered that that Plan holds some weight in the determination of planning applications within Greater Manchester.
- 5.24 The emerging plan has a strong focus on creating conditions for inclusive economic growth and creating ambitious plans for good quality employment to contribute to and benefit from growth as part of a thriving Northern Powerhouse.
- 5.25 The following draft Places for Everyone Plan policies are of specific relevance:

RELEVANT DRAFT PfE POLICIES	COMMENTARY
ECONOMY	
Policy JP-Strat 1 'Core Growth Area'	Aims to protect and enhance the economic role of the Core Growth Area (including the City Centre) with sustainable development that will support major growth in the number of jobs within Greater Manchester.
Policy JP-Strat 2 'City Centre'	The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester. Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace.
Policy JP-J1 'Supporting Long Term Economic Growth'	Aims to seek a thriving, inclusive and productive economy with an emphasis of maintaining economic diversity and maximising key growth locations that raises competitiveness, especially in the north, by ensuring that employment growth opportunities are well connected and accessible. The policy notes that Manchester is the most significant employment location in the UK, outside of London. The expansion of the City Centre will provide a high concentration of jobs that are highly accessible across Greater Manchester.

5 Planning Policy Context

RELEVANT DRAFT PFC POLICIES	COMMENTARY
Policy JP-J2 'Employment Sites and Premises'	Across the Plan period, a diverse range of employment sites and accessible premises will be made available. New employment floorspace should be brought forward in key locations such as the City Centre.
Policy JP-J3 'Office Development'	At least 1,900,000 sq.m of accessible new office floorspace will be provided over the plan period. The City Centre will account for more than half of all new office floorspaces, taking advantage of existing and proposed public transport infrastructure. The refurbishment of existing office accommodation will also be encouraged including improving standards of accessibility
TRANSPORT	
Policy JP-C1 'An Integrated Network'	The policy aims to deliver an accessible, low carbon Greater Manchester with excellent connectivity. The policy promotes development that minimises the need to travel, and the distance travelled by unsustainable modes of travel. Development should also be located within areas where a significant increase in the proportion of trips can be made by walking, cycling and public transport.
Policy JP-C7 'Transport Requirements for New Development'	Planning applications will be accompanied by a Transport Assessment/ Transport Statement and Travel Plan where appropriate. New development should be located and designed to encourage walking, cycling, and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Manchester Local Plan

- 5.26 As set out in the Council's Executive Reports dated 15th January 2020 the new Local Plan will replace the Core Strategy and the remaining 'saved' UDP policies, taking account of the Our Manchester strategy, the emerging PFC, the NPPF and Greater Manchester's devolved planning powers.
- 5.27 The new Local Plan will need to respond to key strategic issues including achieving a zero carbon Manchester by 2038 at the latest; delivering a sustainable transport system that supports existing and further development; balancing competing demands for space; ensuring critical infrastructure requirements are addressed; and creating neighbourhoods that promote and enable healthy lifestyles.
- 5.28 The Issues and Options consultation was undertaken between 7th February and 3rd April 2020. Consultation on a draft plan is expected to be undertaken in Summer 2023.

Supplementary Planning Guidance

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

- 5.29 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high-quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimate. For the reasons set out later in this Statement the proposal would be consistent with these principles and standards. It is considered that the following design principles and standards are relevant to the consideration of this application:
- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
 - Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;
 - The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposal;

5 Planning Policy Context

- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and setbacks from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises; and
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

Economic Strategies

MCC Manchester Strategy 2016-2025

- 5.30 The Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:
- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - Possess highly skilled, enterprising and industrious people;
 - Be connected, internationally and within the UK;
 - Play its full part in limiting the impacts of climate change;
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 5.31 The Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

Manchester City Centre Strategic Plan

- 5.32 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 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.
- 5.33 The Site is located close to a number of strategic locations, most notably the Retail Core which is located adjacent to the Medieval and Civic Quarter.

Stronger Together: Greater Manchester Strategy (2013)

- 5.34 This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

5 Planning Policy Context

The Greater Manchester Investment Strategy

- 5.35 The Strategy supports the implementation of the GM Strategy through investment that supports business expansion and job creation, primarily through loans to support the recycling of funding in order to maximise the impact of investment over several funding cycles.

Environmental Strategies

Manchester: A Certain Future (MACF)

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

Manchester Climate Change Board (MCCB) Zero Carbon Framework

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

The Zero Carbon Framework

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

Climate Change and Low Emissions Implementation Plan (2016-2020)

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

SUMMARY

- 5.40 This Section sets out the Development Plan policies and other material considerations that are of specific relevance to the scheme proposal and which have informed the development of the proposal. An assessment of the proposal against policy guidance is provided in Section 6 'Assessment of Scheme Proposal'.

6 Assessment of the Proposed Development

- 6.1 This Section sets out the relevant policies of the statutory development plan including specific policy tests and other material considerations including the Green and Blue Infrastructure Strategy against which the proposal will be determined. For ease of reference, the assessment Section is structured as follows;

STRATEGIC CASE FOR REDEVELOPMENT

- Principle of Development

KEY PLANNING CONSIDERATIONS

- Design
- Heritage

OTHER TECHNICAL CONSIDERATIONS

- Climate Change and Sustainability
- Sustainable Transport
- Television and Radio Reception
- Air Quality
- Noise
- Flood Risk and Drainage
- Ecology
- Energy and Sustainability
- Crime Impact
- Construction Management
- Green and Blue Infrastructure

STRATEGIC CASE FOR REDEVELOPMENT

Principle of Development

- 6.2 The Site represents previously developed land within the City Centre Central Business District. The proposal seeks to refurbish an existing office building and provide high quality, Grade A office space with external roof terraces in a highly accessible area of the City Centre. The principle of office use (Use Class E) is already established at the Site.
- 6.3 Focusing economic and commercial development toward the Regional Centre is a key spatial strategy established by Core Strategy Policy SP1. The Site is situated within the Regional Centre which encourages the development of employment generating uses including offices and other commercial development.
- 6.4 Within the Regional Centre, Manchester City Centre is a strategic economic location and focus of employment growth and the Council seeks to boost investment by local, national and international business through the provision of a variety of high-quality accommodation types, sizes and footplates with the City Centre seen as a suitable location for the consideration of high-density buildings and commercially led mixed-use schemes.
- 6.5 The proposal to create high-quality office space set over flexible commercial uses, on a previously developed site in the City Centre currently comprising these uses, fully complies with adopted Development Plan policies, MCC strategic objectives and provisions of the NPPF. The proposal will contribute to meeting an identified need for Grade A office space in Manchester and will generate significant economic benefits for the City, as detailed in Chapter 8 of this Statement.
- 6.6 The principle of development is considered to be entirely acceptable in planning terms, as confirmed during the pre-application discussions with MCC.

6 Assessment of the Proposed Development

KEY PLANNING CONSIDERATIONS

Design

- 6.7 The design rationale and architectural quality of the proposal is described in detail in the accompanying Design and Access Statement prepared by OMI Architects. The proposal promotes high quality modern design from the surrounding historic buildings. The Site provides the opportunity to promote a more sympathetic design and façade solution to the existing building and the surrounding historic environment.

Design and Architectural Quality

- 6.8 From the outset the Applicant was clear that the building needs to meet the demands of the target occupiers whilst complementing the historic environment through its massing, and the use of high-quality materials and attention to building detailing. The approach to design has been an iterative one and has been informed by comprehensive suite of supporting information and outcomes of pre-application consultation with Manchester City Council.
- 6.9 Development proposal in all parts of the City should make a positive contribution to neighbourhoods, to create well designed places that enhance or create character. Therefore, the Council requires the design of new buildings to be of the highest standard in terms of appearance and function with particular attention given to the City Centre context and character. Subject to preserving or enhancing identified heritage assets and recognising specific design challenges, the Council will support development in the City Centre.
- 6.10 Design should ensure the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design.
- 6.11 Full details of the scheme evolution and design rationale are provided in the accompanying Design and Access Statement. In summary, the proposal will be a contemporary refurbishment of a prominent building in the Manchester skyline. It will bring the building back into use as modern Grade A office floorspace with tenant amenity space on the upper level outdoor terraces. Its sympathetic architectural language aims to strengthen its heritage setting within the Upper King Street Conservation area and within its surroundings.
- 6.12 Overall, the proposal complies with relevant design policies contained within the adopted Development Plan Policies Core Strategy Policy EN1 and Policy DM1 and national policy and is considered to be acceptable in design terms.

Scale and Massing

- 6.13 The proposal includes a 2-storey rooftop extension to the existing building, extending the existing building to 9 storeys in height and as such has been assessed against Core Strategy Policy EN1 and Policy DM1, Historic England Guidance, National Design Guide and Guide to Development in Manchester SPD.
- 6.14 City Centre development should be sited in a location where land should maximise its efficiency. Appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere.
- 6.15 The proposal is situated within a highly sustainable location within the City Centre, in close proximity to a range of sustainable transport modes. The proposal also represents an efficient use of previously developed land in a City Centre location, through refurbishing an existing building into modern Grade A office space.
- 6.16 The proposed scale and massing has been subject to technical assessments, specifically in respect to local heritage assets and the Upper King Street Conservation Area.
- 6.17 Overall, the scheme is in accordance with Core Strategy Policy EN1 and Policy DM1 and national guidance and is considered to be acceptable in planning terms with regard to scale and massing.

Heritage

- 6.18 As the Site falls within the Upper King Street Conservation Area and is within the immediate vicinity of a number of Listed Buildings (c.250m) this planning application is supported by a Heritage Statement: Significance Appraisal and Impact Assessment, prepared by Stephen Levrant Heritage Architecture (SLHA).

6 Assessment of the Proposed Development

- 6.19 To inform this assessment, key heritage viewpoints were agreed with MCC and Historic England (see Appendix C of this report for Historic England's response) during preapplications discussions and a total of four heritage views were agreed. The views include: Fountain Steet and South; Piccadilly Gardens; Mosley Street; and Marble Street.
- 6.20 SLHA's heritage assessment concludes that the existing building forms a negative element within the street scene, reducing townscape quality on Fountain Street and Marble Street, and is therefore considered to make a negligible adverse contribution to the character and appearance of the Upper King Street Conservation Area and to the settings of nearby heritage assets. Therefore, SHLA conclude that the proposal would have a minor beneficial impact on the setting of the Upper King Street Conservation Area, through the design improvements to the façade of the building which will enhance close-range views on Fountain Street and long-range views across the City Centre.
- 6.21 Whilst it is concluded that the increase in height will result in select instances of minor adverse impact on the settings of three Grade II Listed buildings on Mosley Street (Harvest House, No. 10 Mosley Street, and No. 12 Mosley Street) when they are viewed from across Piccadilly Gardens, these listed buildings are better understood and appreciated in their immediate along Mosley Street. Furthermore, the proposed extension from this perspective appears approximately the same height as the Primark building. As a result, the new development does not appear highly incongruous within the street scene, or of an unusual scale.
- 6.22 The proposal would have a negligible adverse impact on the setting of the Grade II Listed Colwyn Chambers.
- 6.23 The proposal would have a negligible beneficial impact on the setting of the Grade II* Listed Estate Exchange.
- 6.24 The proposal would have a neutral impact on the setting of the Grade II* Listed Former National Westminster Bank.
- 6.25 Overall, SLHA conclude that the adverse visual impacts of the proposal should be considered as resulting in "less than substantial harm" (NPPF paragraph 202) and should be weighed in favour of the public benefits brought about through the delivery of the proposal. It is clear that the public benefits listed below outweigh the three minor adverse instances of impact on the setting of three Grade II Listed buildings on Mosley Street.
- Creation of net direct construction jobs and net indirect jobs over the construction period;
 - Creation of a net increase of 618 full time employees through the additional office floorspace;
 - Repurposing and modernising an existing out-dated office building in the City Centre;
 - Removal of recessed areas on the ground floor level to reduce anti-social behaviour at the ground floor;
 - Removal of car parking from the Site and replacement of 66 no. secure cycle spaces to encourage active travel into the City Centre and reduce private vehicle use which impacts on air quality; and
 - Creation of a more sustainable and green development through the inclusion of solar PV panels, improvement to façade thermal performance, rainwater harvesting and grey water utilisation, target of BREEAM Outstanding accreditation, and Targeting NABERS 4.5* accreditation.

OTHER TECHNICAL CONSIDERATIONS

Climate Change and Sustainability

- 6.26 The Applicant embraces sustainability as a key corporate objective which is central to its strategy and culture. In line with this commitment, the proposal is targeted to meet BREEAM 'Outstanding' and will incorporate a number of measures to reduce carbon emissions and significantly improve upon the performance of the current building.
- 6.27 An Environmental Standards Statement prepared by Quinn Ross has been submitted in support of the Planning Application. This statement evaluates the technical and economic feasibility of using both passive and low and zero carbon technologies and assess the practical levels of carbon dioxide reduction possible for the proposal to comply with the planning requirements set out above.
- 6.28 The development has been assessed to maximise its sustainability and environmental credentials. A BREEAM pre-assessment has been undertaken by Quinn Ross with a targeted score of 89.9% (Outstanding). The Energy Statement concludes when all available energy reduction technologies and methods, the proposed refurbishment will achieve a 67% improvement over the existing building.

6 Assessment of the Proposed Development

- 6.29 The proposal therefore accords with Core Strategy Policy EN4, Policy EN6, Policy EN8 and the ambitions of MCC's sustainability agenda.

Sustainable Transport

- 6.30 The Site is situated in a highly sustainable City Centre location on the edge of the City's prime commercial and retail areas, affording it excellent accessibility by pedestrians, cyclists, public transport and road.
- 6.31 A Transport Statement and Travel Plan have been prepared by Vectos, which are submitted in support of this planning application. A review of baseline conditions and highway safety in the vicinity of the Site was undertaken and demonstrated that the Site is highly accessible by sustainable modes of transport. Vectos note that the surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site.
- 6.32 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the proposal (excluding car parking). It is not considered that the additional traffic from the proposal would have a significantly detrimental impact on the surrounding highway network. Furthermore, the impact on car parking throughout the City Centre would be insignificant.
- 6.33 The proposal would provide 66 spaces, exceeding MCC cycle storage standards, and would result in the removal of the existing 14 no. car parking spaces from the building.
- 6.34 Overall, the Site is situated in a highly sustainable location and fully compliant with relevant Development Plan Policies and national guidance and is acceptable in planning terms with regard to transport.
- The proposal therefore accords with Core Strategy Policy CC5, Policy T1 and Policy T2.

Television and Radio Reception

- 6.35 A baseline (preconstruction) signal survey and reception impacts assessment has been undertaken by G-Tech Surveys in support of the planning application to determine the potential effects on the local reception of television and radio broadcast services from the proposal.
- 6.36 Impacts to the reception of VHF (FM) radio, digital terrestrial television (Freeview) and digital satellite television services (such as Freesat and Sky), have been assessed. The assessment concludes that:
- Digital Terrestrial Television (DTT) – Freeview - Due to the existing excellent coverage and robust nature of the DTT signal in the surveys area, the proposal is not expected to have any adverse effect upon the reception of Freeview television services.
 - Digital Satellite Television - Freesat & Sky – Due to lack of satellite dishes in any theoretical signal shadow zone, the proposal will not cause any interference to local digital satellite television reception.
 - VHF(FM) Radio – Due to the existing good coverage and robust technical nature of the broadcast radio network with respect to building-generated signal interference, the proposal is not expected to affect the reception of VHF(FM) radio services.
- 6.37 Overall, the assessment concludes that the proposal is not expected to cause any interference to the reception of either television or radio services. It states that no mitigation measures are required to restore the reception of any broadcast service.

Air Quality

- 6.38 The Site is located within the Greater Manchester Air Quality Management Area which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) air quality objective. An Air Quality Assessment was undertaken by BWB Consulting in support of the Planning Application.
- 6.39 A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.

6 Assessment of the Proposed Development

6.40 The Site is situated in a highly sustainable location within the City Centre which affords significant opportunities for travel by non-car modes including walking, cycling and public transport. The proposal does not propose any car parking and will incorporate 66 no. secure cycle spaces. Therefore, the proposal does not encourage the use of private vehicles to access the Site and associated air quality emissions associated with private vehicle use.

6.41 Overall, the proposal is acceptable in air quality terms and fully complies with Core Strategy Policy EN16 and the relevant provisions of national guidance.

Noise

6.42 A Noise Impact Assessment was undertaken by Lighthouse Acoustics in support of the Planning Application.

6.43 The assessment was undertaken in accordance with relevant planning policy, British Standards and Guidance documents.

6.44 Based on the assessment findings, it is considered that noise levels can be satisfactorily controlled to within recommended acoustic design standards so that a suitable acoustic environment is provided to all future occupants and that impacts associated with the operation of the development can be controlled to an appropriate degree.

6.45 Overall, the proposal is acceptable in noise terms and fully complies with Core Strategy Policy DM1 and 'Saved' UDP Policy DC26.1.

Flood Risk and Drainage

6.46 A Flood Risk Assessment and Drainage Strategy has been prepared in support of the planning application by IGE Consulting.

6.47 Following review of the Environment Agency flood maps and data, it has been confirmed that the Site lies wholly in Flood Zone 1.

6.48 All feasible SuDS methods have been assessed given the nature and location of the development site none are considered feasible other than bio-retention measures on the roof terraces.

6.49 With careful design of the drainage elements as described above, there will be no residual flood related risks remaining after the development has been completed.

6.50 Overall, the proposal fully accords with Core Strategy Policy EN14 and provisions of the NPPF and considered to be entirely acceptable in flood risk terms.

Ecology

6.51 The Site is situated in City Centre location and is not subject to any statutory or non-statutory nature conservation designations. No habitats within the Site are species-rich or indicative of semi-natural habitats, Priority Habitats or invasive species, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), are present within the Site. There are currently no trees within or adjacent to the planning application boundary.

6.52 Overall, the proposal fully accords with Core Strategy Policy EN8 and EN15 and provisions of the NPPF and considered to be entirely acceptable in ecology terms.

Ground Conditions

6.53 A Phase 1 Site Investigation Report has been prepared by IGE Consulting in support of the Planning Application.

6.54 The Site is identified as having a low risk on human health on the basis that no significant widespread sources of contamination have been identified on the site and the proposal will be a continued use.

6.55 Low ground gas risk potential has also been identified however no radon protection measures are deemed necessary.

6.56 Overall, the proposal fully accords with Core Strategy policy EN18 and relevant provisions of the NPPF and is considered to be entirely acceptable in terms of risk posed to human health from the redevelopment of the Site.

6 Assessment of the Proposed Development

Crime Impact

- 6.57 Core Strategy Policy EC1 advises that new development should take account of opportunities to reduce crime by applying current best practice in security design. This is supplemented by Core Strategy Policy DM1 which requires that regard is had to community safety and crime prevention in designing scheme proposal.
- 6.58 Design for Security consultants at Greater Manchester Police have prepared a Crime Impact Statement (CIS) to support the Planning Application.
- 6.59 The CIS assessed the proposed scheme against the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and fear of crime. The proposed layout of the scheme was considered to be acceptable subject to the inclusion of minor design changes. These design changes will be reviewed and considered as part of the operational management of the development.
- 6.60 Overall, therefore the proposal accords with Core Strategy Policies EC1 and DM1 and is considered to be acceptable in planning terms with regard to crime impact.

Green and Blue Infrastructure

- 6.61 Core Strategy Policy EN9 encourages green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption of climate change in heavily urbanised areas.
- 6.62 This is expanded upon further in the Manchester Green and Blue Strategy (2015), a key objective of which is to use appropriate green and blue infrastructure as a component of new developments to help create successful neighbourhoods and support the City's growth. Allied to this, green roofs and green walls are beginning to become part of the City's built environment, providing an increasingly important resource for biodiversity, water management, and climate adaption. Moreover, the provision of green/blue infrastructure can enhance people's health and wellbeing.
- 6.63 The proposals have taken all available opportunities to maximise green and blue infrastructure on the site. However, due to the retention of the existing building footprint including the existing car park, the application site is restricted due to technicalities, which has prevented the level to which landscaping has been able to be incorporated into the scheme. There are opportunities for green and blue infrastructure to be incorporated into the design of the roof terrace spaces and this will be explored.
- 6.64 Overall, the proposed development accords with Core Strategy policy EN9 and the vision and objectives set out in the Manchester Green and Blue Strategy. In summary, the proposals are considered to be acceptable in planning terms with regard to green and blue infrastructure.

OPERATIONAL MANAGEMENT AND SERVICING

Servicing and Waste Management

- 6.65 Core Strategy Policy EN19 requires that the sustainable waste management needs of the end user will be met by proposals. Chapter 4 of the Guide to Development in Manchester SPD also requires that all developments should have a waste management strategy included as part of planning applications to ensure that adequately sized bin storage areas, access for collection crews and vehicles, and other aspects of waste management are designed into the development at the earliest stage.
- 6.66 A Waste Management and Servicing Strategy, including waste proforma, prepared by Vectos is submitted in support of the Planning Application. The proposal allows for waste storage at basement level with space available within the refuse store to contain 4x 1,100 Eurobins and 1x 240ltr bin.
- 6.67 Overall, the proposal fully accords with Core Strategy policy EN19 and relevant provisions of the NPPF and is considered to be entirely acceptable in terms of waste management.

Car and Cycle Parking

- 6.68 Core Strategy Policy CC5 seeks to ensure that development includes adequate parking provision for cars and bicycles, however as the Site is located within the City Centre which is a sustainable location with excellent access to public transport nodes the proposal does not incorporate any car parking.

6 Assessment of the Proposed Development

6.69 Furthermore, cycle parking for 66 bicycles would be provided in the basement, which would exceed the Council's requirements for 1 space per 200m² for office uses, despite the reduction in cycle parking spaces as noted in Section 4 of this statement.

6.70 Overall, the proposal is considered to be entirely acceptable in parking terms.

CONSTRUCTION MANAGEMENT

6.71 In accordance with Core Strategy Policies SP1 and DM1 a draft Construction Management Plan has been prepared by CBRE to provide outline information relating to management of construction activities. It is intended to be a live document that will be reviewed at regular intervals by the project / contract team to reflect progress of the works and changes in requirements. Following the selection of a preferred contractor the plan will be further refined. Prior to commencement of any works the refined plan will be submitted to and with the LPA.

Local Labour Agreement

6.72 A Local Labour Agreement will be entered into and agreed with the LPA prior to commencement. This Agreement will contain a commitment to use reasonable endeavours to work with the Work and Skills Team at MCC in order to ensure that employment opportunities resulting from construction of the scheme are made available to Manchester residents through the existing recruitment offer.

Minimising Disruption during Construction

6.73 Every effort will be made to minimise disruption to local residents and businesses where practicable. To this end, the Applicant will seek to ensure that prospective Contractors are registered with the Considerate Contractors Scheme.

6.74 Construction activities will be undertaken in line with MCC's standard construction working hours to minimise noise disturbance to surrounding properties.

SUMMARY

6.75 The proposal has been designed taking into account relevant Development Plan policy contained in the Core Strategy and 'saved' policies of the UDP together with other material considerations including the Guide to Development in Manchester SPD; local strategies and national guidance. Overall, the proposal is considered to accord with the Development Plan and be supported by other material consideration which weigh in favour of the scheme.

6.76 The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.

6.77 Additionally, the proposal will generate a number of economic, social and environmental benefits which weigh in favour of the scheme, these are discussed in further detail in section 7 of this statement.

7 Summary and Planning Balance

- 7.1 This Planning Statement has been prepared by CBRE Limited on behalf of Zurich Insurance Company Ltd – UK Branch (the ‘Applicant’) in support of a Full Planning Application submitted to Manchester City Council (MCC) in respect of 35 Fountain Street (‘the Site’), as edged red on the accompanying Site Location Plan.

DESCRIPTION OF DEVELOPMENT

- 7.2 This application seeks a Full Planning application for the refurbishment of the existing building at 35 Fountain Street to create a modern accommodation, additional office floorspace, and roof top amenity spaces. The description of development is as follows:

‘Refurbishment of the existing office building to include replacement of the external façade and new two-storey extension to create additional floorspace and roof top terraces, servicing and cycle parking, access and associated works’

SITE CONTEXT

- 7.3 The Site is located in prominent location within the City Centre, in close proximity to Piccadilly Gardens, Market Street, and the Arndale Centre. The existing building has been in use as an office since construction in the early 2000’s, the previous tenant Booking.com are in the process of relocating to new, purpose-built office space at Manchester Goods Yard, Enterprise City. This relocation has provided the Applicant with the opportunity to refurbish and modernised 35 Fountain Street into Grade A office space within the centre of Manchester.
- 7.4 Whilst the Site does not contain any Listed Buildings or non-designated heritage assets it does lie in the north of the Upper King Street Conservation Area within the City Centre. It is situated in close proximity to a number of Listed Buildings including the Grade II* Listed Estate Exchange, Royal Bank of Scotland and Former National Westminster Bank on Corner at Junction with Spring Gardens.

PROPOSED DEVELOPMENT

- 7.5 The proposal seeks to reconfigure and refurbish a key employment site within the City Centre, to provide best in class Grade A office space.
- 7.6 The proposal has evolved iteratively taking into account the Site’s local context, including historic and townscape character; technical assessments; pre-application consultation and viability considerations.
- 7.7 The application is accompanied by a suite of supporting information in order to identify any potential adverse impacts on the local environment and to provide mitigation measure where necessary.

PLANNING POLICY FRAMEWORK

- 7.8 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 7.9 Chapter 5 of this Statement sets out the planning policy framework of relevance to the proposal including the ‘saved’ policies of the Manchester UDP and Core Strategy together with other material considerations comprising the NPPF, PPG and other local strategies/ guidance.

SCHEME BENEFITS

- 7.10 The proposal will generate a number of economic, social and environmental benefit, these are summarised below:
- Creation of net direct construction jobs and net indirect jobs over the construction period;
 - Creation of a net increase of 378 full and part time employees through the additional office floorspace;
 - Repurposing and modernising an existing out-dated office building in the City Centre, which reuses the existing structural frame of the building;
 - Removal of recessed areas on the ground floor level to reduce anti-social behaviour on Marble Street and West Mosley Street;
 - Removal of car parking from the Site and replacement of 66 no. secure cycle spaces to encourage active travel into the City Centre and reduce private vehicle use which impacts on air quality; and

7 Summary and Planning Balance

- Creation of a more sustainable and green development through the inclusion of:
 - c. 90 sq.m. of solar PV panels
 - significant improvement to façade thermal performance through use of modern materials
 - proposed energy reduction technologies could achieve a 67% improvement over the existing building
 - rainwater harvesting and grey water utilisation
 - target of BREEAM Outstanding accreditation
 - target of NABERS 4.5* accreditation.

SUMMARY AND CONCLUSION

- 7.11 Section 5 and 6 of the Statement assess the scheme proposal against the planning policy framework defined above. The assessments conclude that when weighed in the planning balance the proposal fully comply with relevant policies and guidance and are considered to be acceptable in planning terms.
- 7.12 In accordance with Paragraph 11 of the NPPF it is respectfully requested that planning permission be granted without delay.

APPENDICES

A Schedule of Planning Application Drawings

B Historic England Pre-Application Response

