

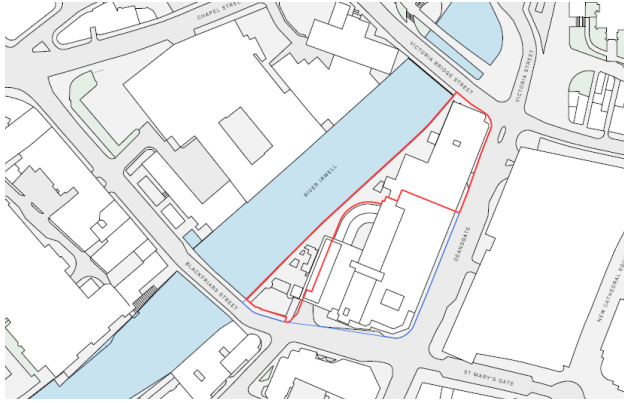
Planning

Growth & Development

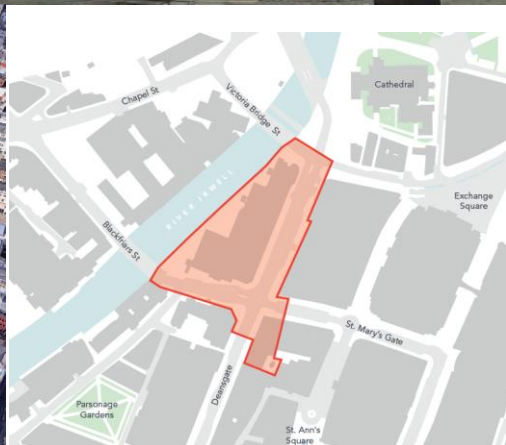
Delegated officer report for planning application

Application no.	132088/FO/2021 and 132508/LO/2021
Date registered valid:	8 November 2021 and 15 th December 2021
Proposal:	Erection of a part ground and 26 storey, part ground and 13 storey building to form 300 no. residential apartments (Class C3) and ground floor retail/ leisure floorspace (Class E/ Sui Generis (drinking establishments), together with private amenity space for residents (gym, cinema room and external terraces), new public realm to include riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis (drinking establishments/ drinking establishments with food provision/ hot food takeaways), new landscaping, parking (36 spaces level -1), 300 cycle parking spaces, servicing, supporting infrastructure and associated works. Listed Building Consent for the part removal of an existing retaining wall adjoining the listed structure and creation of a stair connection to the Grade II listed Victoria Bridge in association with the current residential planning application (ref: 132088/FO/2021)
Address:	Land To The North Of Renaissance Hotel , Blackfriars Street, Manchester, M3 2EQ
Ward(s):	Deansgate Ward
Applicant:	Deansgate SOF Alliance LeaseCo Limited
Agent (if any):	Mr Ed Harvey Avison Young
Case officer:	Angela Leckie Tel: 0161 234 4651 Email: angela.leckie@manchester.gov.uk
Recommendation:	132088/FO/2021 Approve 132508/LO/2021 Approve
Date of recommendation:	26 January 2023

DESCRIPTION OF SITE AND BACKGROUND



Site Plan and view of application site from the Cathedral



Aerial Views of Site, view from opposite Cathedral and 2018 Ramada Complex SRF Boundary

The applications relate to a 0.35 ha site occupied by part of Premier House a partially hoarded off vacant office building (App no. 132088/FO/2021), a ground floor service yard and areas of hard and soft landscaping adjacent to the River Irwell and to the Grade II Listed Victoria Bridge and Victoria Bridge Street There is an approx. 6m level change across the site from Deansgate to the riverside.

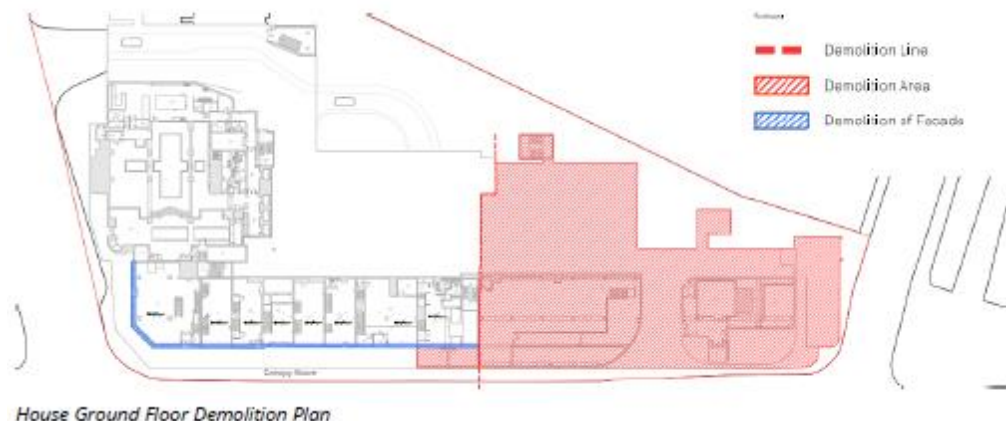
The site is part of a larger complex bounded by Deansgate, Blackfriars St, Victoria Bridge St the River Irwell where comprehensive development has been encouraged for around 25 years. The site was identified in the City Centre Renewal Masterplan

for mixed use redevelopment. A number of Strategic Regeneration Framework have been approved at the site, the most recent in May 2018.

The **overall Renaissance site** comprises the former Renaissance Hotel (15 storeys), Premier House a 4 storey office and a 3 storey underground car park constructed during the late 1960s. It is set back from the retaining wall to the River where there is a public area, 8.5 metres below Blackfriars Street and 6 metres below Victoria Bridge Street. The only pedestrian access is through an open staircase to the car park and it is effectively inaccessible.

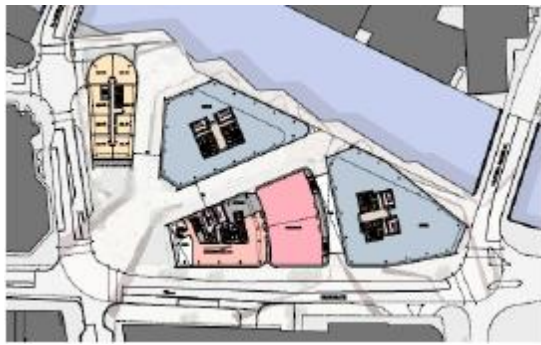
The applicant is currently comprehensively refurbishing and redeveloping the hotel, refurbishing and extending premier house and proposes a residential development. This would activate Deansgate, engage with the river and creates public realm. There has been considerable progress on site and recent permissions include:

- Partial demolition of Premier House and enabling works. (130049/DEM/2021);
- Redevelopment of the Hotel into a 4* product (130446/FO/2021); and
- Redevelopment of Premier House into Grade A Office Space above ground floor commercial uses. (130935/FO/2021)



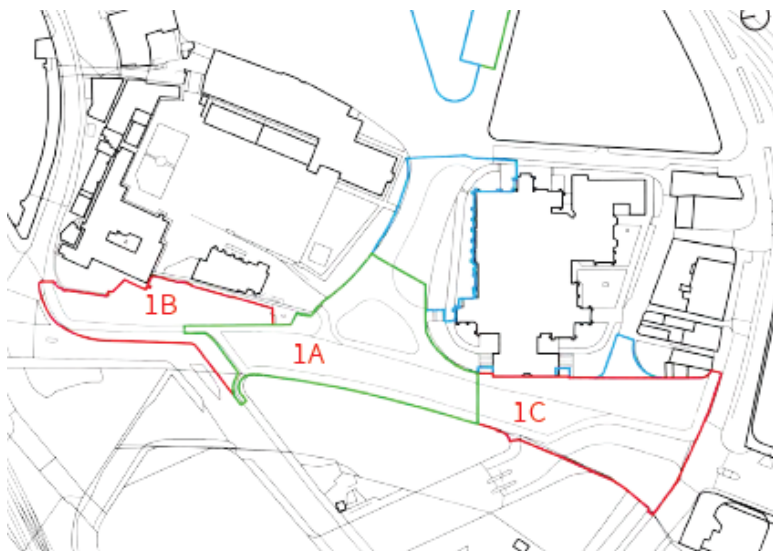
This highly prominent site is in a poor condition and is a significant blight on the City Centre. The proposal is an integral part of a comprehensive development and refurbishment of the wider site. The fact that this is the only site that has not been developed in the 25 years since the IRA bomb illustrates how challenging it is.

A previous planning application in 2009 proposed a comprehensive redevelopment of the site (088133) with 4 buildings, (the tallest at 35 storeys) with 248 homes; a hotel; offices; and ground floor commercial set within public open spaces; pedestrian connections and riverside walkways and spaces. This has expired.



2009 Approval

The River Irwell and Salford is to the west. The Central Retail District is to the east and south and the Medieval Quarter to the north. Recent public realm works to the north have created a memorial feature to the Manchester Arena Attack as part of wider phased plans for improved public realm between the junction of Victoria Street and Hunts Bank and Victoria Bridge Street.



The surrounding area is characterised by a range of uses including residential, hotels, shops, restaurants, and other commercial uses. The site is not in a Conservation Area and does not contain any Listed Buildings or heritage assets. However, it is within the setting of the Grade I Listed Manchester Cathedral and Chetham's School of Music. The St Ann's Square, Parsonage Gardens and Cathedral Conservation Areas are also part the application site's wider setting.

Other nearby heritage assets include Victoria and Blackfrairs Bridges (Grade II) and the Hanging Bridge, a Scheduled Monument, 60m to the northwest.

No.1 Deansgate, Britannic Buildings on Blackfriars, North Tower on Victoria Bridge Street and City Suites on Chapel Street all, at least partially, contain homes.

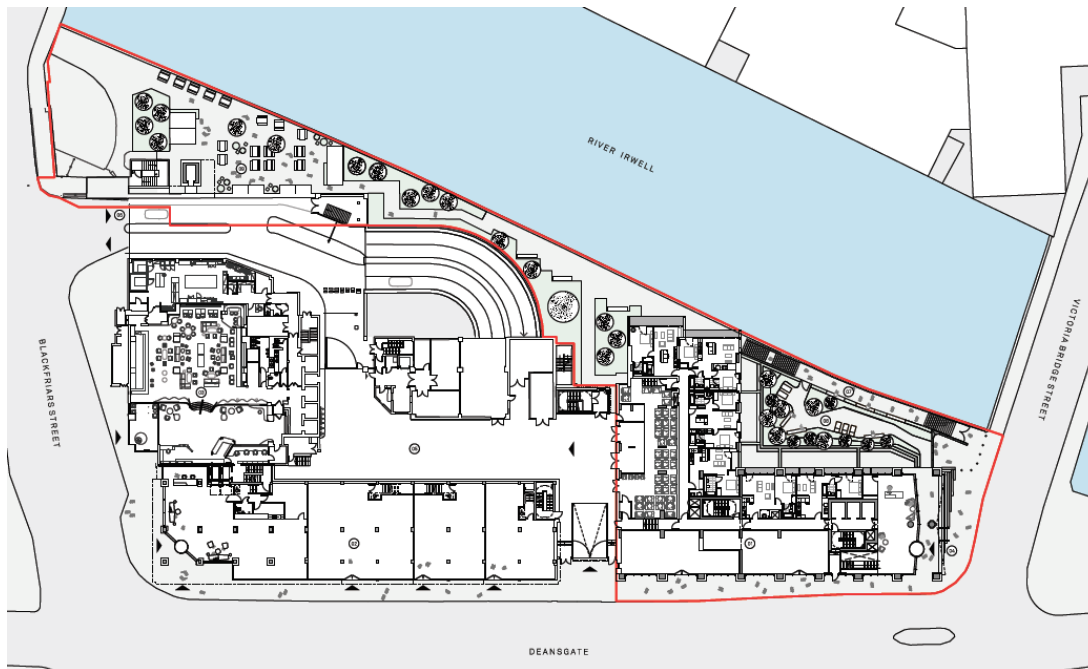
Nearby building heights vary. Those immediately around the Cathedral are typically 3 to 5 storeys. No 1 Deansgate is 14 storeys and the hotel at the Renaissance is 15 storeys. Around this end of Deansgate is a mixture of building heights ranging from 3 to 9 storeys. Beyond the site to the west in Salford is a 25 Storey hotel and the City Heights Apartments and buildings at 10-12 storeys.

The site is adjacent to one the most historic surviving areas in Manchester but the area contains a mix of building ages and styles including Victorian or older historic and mid to late 20th Century. There are large individual buildings occupying regular and irregular sites with total site coverage, mixed with those with a tighter, finer and more historic urban grain. This mix reflects an area which has seen much change during the 20th Century due to World War 2 bombing and the 1996 IRA Bomb. Significant regeneration has been progressed in the retail core with New Cathedral Street, the Selfridges/ Marks and Spencer building and the Arndale extension. However, the regeneration of the Renaissance site and the opening up of the River were not realised and the site is detached from its context.

The site is partially in Flood Zones 1, 2 and 3 and contains areas of very low, low, medium and high risk with regards to surface water flooding and is in a Critical Drainage Area.

DESCRIPTION OF PROPOSALS

The application proposes the erection of a part 27 storey and part 14 storey building to form 300 homes (Class C3). The building would have private resident's amenity space includes a gym, cinema room and external terraces with 2 basement levels of parking forming an extension to the existing underground car park. There would be retail/ leisure floorspace at ground floor fronting onto Deansgate (Class E/ Sui Generis (drinking establishment)). Fully accessible public realm would be provided along the river between Blackfriars and Victoria Bridges, including a riverside walkway and leisure/ food and beverage units (Class E/ Sui Generis) (drinking establishments/ drinking establishments with food provision/ hot food takeaways). The car park would provide 36 spaces for residents, including 3 accessible spaces, and 300 cycle spaces. A further 5 cycle parking spaces would be provided for visitors and staff of the commercial units. 12 spaces (33%) would be EV ready and the remainder would have the necessary infrastructure in place to be enabled as demand rises.



Proposed Ground floor and Riverside layout plan (within red line)

There would be 104 one bed (34.7%), 183 two bed (61%), 9 three bed (3%) homes and 4 two bed penthouses (1.3%). 10% of homes would be of a size and layout which would easily allow for adaptation for disabled residents should this be required. Each apartment would have a juliet balcony and those to the west would have full width balconies overlooking the river. A private roof terrace at level 14 of the Irwell block would have views across the city. The building form steps back from Level 14 to create south facing terraces and the 4 penthouses would have private terraces.

The building would have a tripartite subdivision and 'L' shaped plan form and at its highest point it would be 92m. The ground floor would be double height to provide scale to Victoria Bridge Street and Deansgate. The main entrance would be on Victoria Bridge Street directly opposite the Cathedral. The facade would be inset at the ground and first floor along the east and west frontages. The façades would comprise anodised capped curtain walling, double storey plain and patterned polished precast concrete tapered shingles (sandstone coloured) with acid etched reveals, anodised metallic rainscreen cladding and ceramic frit glazed spandrel panels. The mix of concrete panels would respond to different lighting conditions to deliver a dynamic façade that would vary in tone throughout the day.

The homes would comply with or exceed the Residential Quality Guidance standards. The level 14 roof terrace would provide communal space. Many homes would be capable of adaptation to meet changing needs of occupants over time, including those of older and disabled people.

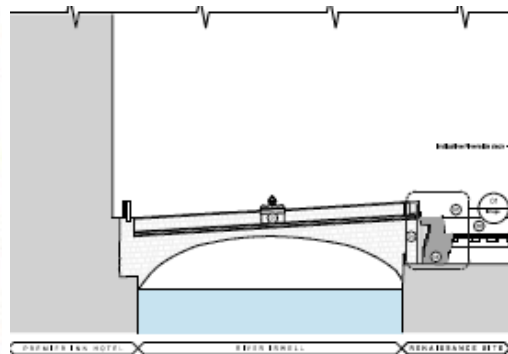
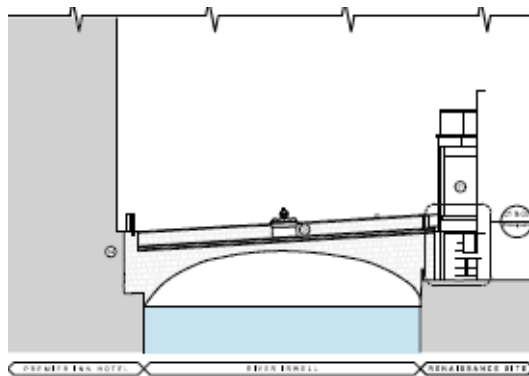
The car park would use the existing entrance on Blackfriars Street. A resident's postal lounge and cinema room would be provided at level -1.

The riverside commercial units are envisaged as being single storey container units.

The application for Listed Building Consent proposes alterations to Victoria Bridge to facilitate the linkages to the riverside walkway. The works comprise the part removal of a retaining wall adjoining the listed bridge structure, and the creation of a stair connection. The stair would be made of steel and connect to the riverside residential deck. It would run parallel to the River.

Access to the stairs would be controlled by aluminium double doors. An existing short section of steel railing between the parapet and the Renaissance Complex would be removed. Aluminium metallic louvre fins would be erected along the riverside of the staircase acting as a handrail.

The concrete basement carpark retaining wall, which is attached to the bridge abutments, would be retained. However, all columns, slabs and beams would be removed. A new concrete retaining wall would be constructed against the retaining wall. It would not interface with the bridge abutments or obscure any visible sections.



Whilst the surrounding back of pavement would largely remain in the current position, the setting back of the building line would increase the pavement width to around 5m and 4m on Victoria Bridge Street and approximately 2m to 3m on Deansgate.

The homes would be ventilated through a continuous mechanical supply and extract incorporating heat recovery. Each would have openable windows and balcony doors to achieve the equivalent of 4 air changes per hour to overcome overheating in summer. Fire rated ductwork would be provided in each retail unit to roof level.

A Framework Travel Plan has been provided.

The refuse store would be located within the service yard and would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00'. It would include general; co-mingled; organic and pulvable waste streams for recycling. Refuse collections would be from the service yard accessed from Deansgate. Residents would sort and take their own rubbish to the bin store. The commercial refuse store would also be located within the service yard. General deliveries would take place from a loading bay on Deansgate which could also be a taxi drop off.

The apartments would be sold on the open market and a dedicated management company would be established to carry out day to day management of the residential accommodation.

The proposed office scheme at Premier House includes landscaping to areas in the applicants ownership on Blackfriars and Deansgate. Additional public realm forming part of this application includes:

- A fully accessible riverside walkway between Victoria Bridge Street and Blackfriars Street via steps and lifts, with lockable gates to control access during the night;
- A publicly accessible river terrace towards Blackfriars Bridge with hard and soft landscaping, lighting and seating;
- A transition zone of hard and soft landscaping between the Terrace and Residential Gardens;
- Paving to the remainder of Deansgate and on Victoria Bridge between Deansgate and the Bridge itself;
- Removal of existing planters and 2 trees.

The application is developing a wider plan for the public realm in conjunction with MCC and TFGM which would transform Deansgate and could include the narrowing of the carriageway.

The planning and Listed Building applications have been supported by the following information: - Drawings; - Landscape Plans; Planning Statement including Statement of Community Involvement, Affordable Housing Statement (included in Section 8) and Blue and Green Infrastructure Statement (included in Section 8); Design and Access Statement (including Servicing Strategy, Ventilation and Extraction Details and Waste Management Strategy), Tall Buildings Statement; Daylight and Sunlight Report; Heritage Statement (LBC), Environmental Statement including Assessment of : Town and Visual Impact Assessment; Heritage; Wind; Socioeconomics; Health; and Climate Change; Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report (including Bat Activity Survey Report); Environmental Standards Statement (including Circular Economy Statement); Broadband Connectivity Statement; Utilities Report; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety Assessment; Noise Statement; Air Quality Assessment; TV Reception Survey; Ground conditions Report; Construction Methodology Statement; Local Labour Agreement; and Viability Report.

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest.

Consulations

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, affecting the setting of a listed building, affecting the setting of a conservation area, affecting a right of way and accompanied by an Environmental Impact Assessment.

3 Letters of objection has been received:

- The grounds of the objections are summarised below:
- The height would have an adverse visual impact on the low rise character of the nearby Cathedral and Chethams area.
- This proposal will dominate the area & impact many views of the Cathedral.
- The proposal does not fully open up the river area to the general public. Some of it is reserved for residents and tenants.
- The building is ridiculously out of proportion to that of the adjacent Manchester Cathedral and it's scale and imposingly heavy mass will over dominate, and be blatantly unsympathetic to its surroundings.
- No documents have been submitted which show how the proposals would sit with the cathedral.
- Whilst in support of demolition of car park objecting to yet another similar building to the ones being thrown up in close proximity to others.

One letter of support has been received from Manchester Cathedral which is summarised below:

- The applicants clearly have a commitment and passion to re-invigorate this part of the City Centre and complete another piece of the jigsaw connecting the Cathedral with the City Centre Core following the 1960's severance;
- It is believed that the JV will participate with already established partners to establish the brand and promotion of the Medieval Quarter.;
- There is a strong synergy between the vision for public realm within the Medieval Quarter and the proposals in terms of building further on the 1997 Masterplan; and

- The regeneration of the site presents a clear and unique opportunity to positively influence change in this part of the city centre.

Historic England (132088/FO/2021)– Have concerns on heritage grounds and consider that the issues and safeguards outlined below need to be addressed in order for the application to meet the requirements of paragraphs 189, 199 and 202 of the NPPF.

The Local Planning Authority has a statutory duty under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Manchester Cathedral is dedicated to St. Mary, St. George and St. Denys, and was raised to cathedral status in 1847. The earliest section of the building dates to the fifteenth century and originally served as the collegiate church for the adjacent College of Priors. The building is of highly attractive architectural character, designed in Perpendicular style, with later additions in the sixteenth century and considerable alteration in the nineteenth and twentieth centuries. These later additions are of significant architectural merit in their own right and have been sympathetically detailed to harmoniously integrate with the older core of the building.

They state that the cathedral, as an ecclesiastical and spiritual centre for nearly six centuries, has exceptional communal value. It also has considerable evidential and historic interest, relating to its contribution to our understanding of the evolution and character of Manchester, and of the evolution of ecclesiastical architecture. Despite alterations and bomb damage, it also retains important historic fixtures and fittings, and these, along with its impressive overall appearance, give it considerable architectural and aesthetic interest. It is accordingly listed at grade I.

The Cathedral is a highly significant building in the Cathedral Conservation Area, which is relatively tightly drawn and centres on the historic ecclesiastical and scholastic centre of Manchester. Its significance derives from the centrality of the area to the history of the city, and from the quality of the buildings within its boundary. One of these is the grade I listed Chetham's School of Music, formerly the College of Priors, with which the Cathedral has an important relationship.

The introduction of a 27-storey building into the wider setting of the Cathedral would create a visually competing feature in views looking south from, and past, the Cathedral, as well as in views looking east across the River Irwell. From these viewpoints it would tower over the listed building. The Cathedral was intended to be visually dominant, in order to make a striking physical and spiritual statement. This remains an important element of how it is currently experienced. They consider that the proposal would interfere with this visual dominance, and negatively impact on this facet of the Cathedral's historic and architectural character, to the detriment of how the building is experienced and understood.

The applicant has produced visualisations that allow the full impact of the proposal to be considered and have sought to understand the significance of the listed building when designing the proposals. They have also provided a justification for the

current design and scale and have considered means by which they could seek to mitigate the impact, such as through the materials palette.

The site currently has a negative impact in a number of views looking from the Cathedral. The wider context, particularly in wider views, is partly defined by a number of tall buildings in the near vicinity. The proposal would therefore exacerbate existing harm, rather than introduce a hitherto non-existent harmful element.

The proximity of the proposal to the Cathedral would harm its significance as it would be a competing element, which would distract from the intended visual prominence of the cathedral, to the detriment of how it is understood and experienced. This would contribute to the impact that other tall buildings have had on this significance.

Whilst noting that some attempt has been made to mitigate this harm, such as the consideration given to the cladding, their concerns primarily relate to the height and scale of the building, and they consider that these proposals would harm the significance of the Cathedral, regardless of the mitigation proposed.

They consider that the level of harm would be less than substantial. They have confirmed that whilst they have concerns in relation to the tower element, they consider that the overall proposal for the site, would deliver heritage benefits although it is not immediately clear whether the heritage benefits could be ascribed to this application, rather than to the concurrent applications.

Historic England – (132508/LO/2021) State that on the basis of the information available to date, in their view is that we do not need to notify or consult them on this application under the relevant statutory provisions.

132088/FO/2021

Places Matter- Commenting on a previous version of the proposals supported the regeneration of this difficult site and softening and animating Deansgate. Additional thought on the overall composition was needed. The overall design has been refined following their feedback:

- The assumptions about microclimate needed to be fully interrogated.
- Two elements of the tower needed to become one composition.
- The entrance sequence should take advantage of the riverside position;
- The precast panels should be better animated;
- Balconies to cathedral facing elevation was not felt to be appropriate;
- More consideration of how the building is grounded was required;

Head of Highways- TBC

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

Greater Manchester Police (Design for Security) – No objection subject to the recommendations of the Crime Impact Statement being implemented with further measures to secure access to parts of the development.

Greater Manchester Ecology Group – Welcomes the inclusion of soft landscaping by the river and recommend measures to improve habitats and biodiversity. .

Natural England – Have no comments to make

Flood Risk Management Team – No objections subject to conditions relating to the investigation of the potential location of a culvert at the site and the need to protect it as necessary. They recommend conditions in relation to ensure surface water drainage works are implemented in accordance with Suds National Standards and secures a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction of the existing rates and achieving greenfield runoff rates, where feasible.

Environment Agency – Has no objections subject to conditions being attached to any consent granted.

United Utilities – No objections but recommended a condition about surface water run off.

GMAAS – Note that a Heritage Assessment confirms there are no heritage assets in the site, and a Desk Based Archaeological Assessment confirms that the only areas of remaining below-ground archaeological potential are alongside the River Irwell. An overview of the proposal shows that there will be minimal surface changes and no below-ground impacts in these areas, which will instead be cosmetically refurbished as part of the associated public realm. On this basis they consider that there is no reason to seek to impose any archaeological requirements upon the applicant.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding - No safeguarding objections

Manchester Water Safety Partnership - Request a Water Safety Risk Assessment.

Health and Safety Executive (Gateway 1) – **Have some concerns as follows:** The method of ventilating one of the staircases and the corridor is a departure from fire safety guidance; The City Council should assure themselves that design assumptions based on computational fluid dynamics (CFD) analysis including measures to mitigate departures from fire safety standards are reasonable; and Suitable access to the basement car parking has not been shown in the

submitted plans. Mitigation has been recommended if it is not demonstrated to be available. They recommend liaison with GMFRS to ensure appropriate access to areas required for fire fighting and note that addressing the above comments may require changes to any approved proposals.

Salford MBC – Has no objections.

Sport England – No comments received.

Issues

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, H1, H2 and H8 EC1, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The Core Strategy contains Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be highly accessible and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy – Jobs would be created during construction, homes provided near to employment. It support economic growth. Local labour agreements would deliver social value and spread the benefits of growth to reduce economic, social and environmental disparities to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing in attractive places. This is a sustainable location and would address demographic need and support economic growth. The City's population has continued to grow as its economy has expanded.

SO5. Transport - This is a highly accessible location, close to public transport and would reduce car travel.

SO6. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife;

improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan, permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Para 105 states that the planning system "should actively manage patterns of growth in support of the objectives of promoting sustainable transport" (para 104). "Significant development should be focused on locations which can be made sustainable" as "this can help to reduce congestion and emissions and improve air quality and public health".

Paragraph 119 states that " planning policies and decisions should promote effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions". This should be done in a way " that make as much use as possible of previously - developed or 'brownfield' land"

Paragraph 120(d) Planning policies and decisions should: " promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively".

Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;

- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places

Paragraph 126 states that “the creation of high quality, beautiful and sustainable buildings and places is 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”

Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) 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);
- d) 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;
- e) 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
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policies SP 1 (Spatial Principles), CC1 (Primary Economic Development Focus), CC4 (Visitors- Tourism, Culture and Leisure) and CC8 (Change and Renewal) – The development would be close to sustainable transport, maximise the use of the City's transport infrastructure and would enhance the built environment, create a well-designed place and reduce the need to travel. It would deliver the objectives of the Ramada Complex (2018) SRF.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment through building management, the commercial uses and public realm maintenance. This would support economic growth and complement nearby communities. Resident's use of local facilities and services would support the local economy. The proposal would enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be. The proposed public realm would support the business and leisure functions of the city centre improving the infrastructure.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity and city living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth.

NPPF Section 9- Promoting Sustainable Transport and Core Strategy Policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) - The site is easily accessible to pedestrians and cyclists, and sustainable transport options with tram stops at Exchange Square and Victoria Station. A Travel Plan would facilitate sustainable transport use and journey lengths for employment, business and leisure would be minimised. The proposal would support wider sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Pedestrian routes would be improved and the environment would prioritise pedestrian and disabled people, cyclists and public transport. All car parking spaces would be capable of being enabled for use by electric vehicles.

NPPF Sections 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land) and Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone –

This high-density development would use a sustainable site efficiently in an area identified as a key location for residential growth. It would contribute to the ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different household needs. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

Manchester's economy continues to grow and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. It is expected that a minimum of 32,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy. Around 3,000 new homes are required per each year within the City and the proposal would contribute to this need

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – The development would use the site efficiently. It would promote regeneration and change, creating an attractive and healthy place to live and spend time.

The quality and appearance of the building would meet the expectations of the Ramada Complex SR. The building and public realm would improve functionality and contribute to the planned growth of the City Centre towards Victoria North.

Any detrimental impact on adjacent heritage assets would be outweighed by the public benefits. The adjacent conservation areas are in a mixed setting and the proposal would be viewed within that context. An analysis of detailed impacts and the justification for accepting these is set out in detail below.

The scale and quality would be acceptable and would contribute to place making and create a cohesive urban form. It would improve the character and quality of a poor quality site. The positive aspects of the design are discussed below.

A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed below.

The following parts of the NPPF should also be noted:

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

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

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁶⁸.

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

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

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

206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the historical and functional significance of adjacent heritage assets would not be undermined and their significance would be sustained.

The current buildings do not make a significant contribution to townscape and the site has a negative impact on the setting of adjacent heritage assets. A good quality building that makes a positive contribution to the townscape could enhance their setting. The proposal would cause less than substantial harm to the setting of the adjacent listed buildings and non-designated heritage assets and these need to be weighed against any public benefits.

The redevelopment and the creation of active frontage and improved connections on Deansgate and Victoria Bridge Street would enhance the streetscene. The building has been designed to respond to its context. However, Historic England are concerned about its impact on the visual dominance of the Cathedral in some views.

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would increase natural surveillance.

Saved UDP Policy DC20 (Archaeology) - The only potential area of archaeology is along the River. There would be minimal surface or below-ground impacts in these areas and there are no further archaeological requirements.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Surface water drainage would be restricted to a Greenfield run-off rate if practical, and the post development run-off rate would be 50% of the pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information on the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. Biodiversity would be improved. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out environmental improvements outcomes in the context of growth and development objectives. The contribution of this proposal is discussed in more detail below. There would be no adverse impacts on blue infrastructure. The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures that would minimise waste production during construction and in operation. Coordination through the onsite management team would ensure that waste streams are managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal:

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

The above issues are considered in detail in below.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include: the design and layout of development to increase separation distances from sources of air pollution; using green infrastructure, in particular trees, to absorb dust and other pollutants; means of ventilation; promoting infrastructure to promote modes of transport with low impact on air quality; controlling dust and emissions from construction, operation and demolition; and contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider: whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation: engineering: reducing the noise generated at source and/or containing the noise generated; layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings; using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and; mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered: layout – the way in which buildings and spaces relate to each other; form – the shape of buildings scale – the size of buildings detailing – the important smaller elements of building and spaces materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to: encouraging sustainable travel; lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected, inclusive communities; improving health outcomes and quality of life; improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit

to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as: - Sustaining or enhancing the significance of a heritage asset and the contribution of its setting; - Reducing or removing risks to a heritage asset; - Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other Relevant City Council Policy Documents

Climate Change

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

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

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

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

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

How proposal relates to policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - 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 microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of these applications:

- Each new development should have regard to its context and character of 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 proposals;
- 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 set backs 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;
- Visual interest should be created 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.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

It is noted that the SRF was drawn up within the context of the vision for the Renaissance Site being promoted by the then owners of the majority of the land within the SRF Area (Urban and Civic) and envisages significant improvements in terms of public realm in and around the SRF Area. The delivery of that vision as with the 2004 planning approval required a level of comprehensive site clearance. For reasons set out later in this Report this approach has proven to be unviable for a number of reasons.

Part of the vision for the SRF area is to deliver a distinctive new City Centre destination which positively interfaces with Deansgate and the River Irwell, connecting the site into the surrounding City Centre context, alongside high quality buildings that accommodate high quality and distinctive uses, to create a genuine sense of place. It envisages that ground floor frontages should create a relationship between passers-by and the activity inside to create vibrant, animated places that attract people to the area. It also focused on establishing a relationship between the site and the River Irwell. Whilst the current and recently approved phases of the current Masterplan would not deliver the level of site transformation envisaged in the 2018 SRF. The JV's vision does retain many of the key development principles which it set out including the delivery of high quality buildings on the site. In this respect, in terms of the current application this would include the delivery of a high quality, landmark development, which would reinforce the site's key frontages and gateway location the scale, massing and design of which has considered impacts on

key views of adjacent heritage assets including Manchester Cathedral. Development of the residential block would be of a density which appropriately reflect the central location within the City Centre and to create a true urban neighbourhood.

In terms of public realm, the proposals along with previously approved improvements to the Renaissance Site perimeter would deliver a positive interface with both Deansgate and the River Irwell with strong linkages to the approved public realm improvements within the Medieval Quarter as detailed above, capitalising on the currently underutilised blue infrastructure. These improvements along with those envisaged by the wider Masterplan for the parts of the carriageway and pavements adjacent to the site (outside of the Medieval Quarter) would also form part of the wider vision for improving pedestrian permeability and accessibility and linking together Manchester's Central Retail District and other regeneration areas such as Spinningfields, Greengate and Great Ducie Street.

The Medieval Quarter Masterplan - This seeks to address the following key issues: Connectivity through the Medieval Quarter – to improve pedestrian linkages open up key vistas and improve the sense of arrival. Flexibility and functionality of external spaces – to create better connections between public spaces and provide more focus points. Recent changes to the urban context – including the highway changes at Victoria Street, Metrolink Second City Crossing and developments at Chetham's. Fragmented character/heritage quarter not clearly defined – the lack of visual and physical coherence in the public realm and lack of a strong identity for the area.

The Masterplan seeks to celebrate the pre-industrial heritage of the city, rejuvenating the area, and providing an improved setting for its unique cultural and heritage assets. It seeks to link developments at these key assets, and opportunities to create public realm, to reunite the historic centres of Manchester and Salford.

One of the key elements of the Masterplan is seeking to improving the setting and connectivity of Manchester Cathedral, including creating a new setting for the Cathedral main entrance; linking the Cathedral and Chetham's via an integrated visitor experience and reinstated Apple Market; and uncovering the historic riverfront. The approval and partial delivery of the Cathedral Public Realm scheme detailed above has begun that process and the current and approved proposals for the overall Renaissance site would complement those emerging improvements.

NOMA regeneration framework (2010)- This regeneration framework covers the 20 acres of land surrounding the former Cooperative Headquarters. NOMA is underpinned by a Strategic Regeneration Framework and Masterplan originally endorsed by Manchester City Council in 2009, updated in 2010, 2013, 2015 and most recently in November 2020. These documents set out a commitment to create a commercially-led, mixed-use destination at the northern gateway to the City Centre. The SRF sets out the vision for NOMA as a hub for Manchester's creative and technological industries, in addition to supporting key strategic objectives relating to place making, job creation and supporting local communities.

The updated SRF captures the success of NOMA to date, charting progress against the vision for the future to create commercially-led neighbourhood, capturing the demand for new purpose-built office provision, supported by independent retail and

leisure space. Within NOMA, 7,500 sq. ft. of retail and leisure space has already been delivered and there is a strong pipeline of consented retail and leisure space across the historic estate and new development plots totalling 148,900 sq. ft.

Altogether, NOMA is expecting to deliver c.135, 000 sq. ft. of retail and leisure space and this is reflective of the shift toward a comprehensive retail and leisure offer at street level, helping to further activate the public realm and contribute towards its role as a destination within the City. The proposals would complement the improvements to the public realm within Noma which have taken place as it's has emerged as a key City Centre neighbourhood and employment hub over the past 10 years.

Victoria North (formerly the Northern Gateway (SRF 2019)) - A key aim of Manchester City Centre's Northern Gateway strategic regeneration area is to deliver significant residential-led development alongside high quality commercial development. The SRF area covers approximately 155 hectares (ha) to the north of Manchester city centre between Victoria Station, NOMA and the Northern Quarter in the southwest, and Queens Park and the intermediate Ring Road (Queens Road) to the northeast. The Northern Gateway is surrounded by the established neighbourhoods of Ancoats and New Islington, Miles Platting, Monsall, Cheetham Hill and the Strangeways commercial district. Whilst having been on the fringe of development in recent years, it has now become a focal point for investment and the next phase of regeneration in the city centre. There are a number of committed developments including Angel Meadows, which will deliver over 700 residential units to the regeneration area.

The Victoria North will expand the city centre physically and functionally in a northern direction establishing sustainable mixed use neighbourhoods. The vision for the Victoria North is to attract new business, retail and residential users, as well enhancing the public space leading into the heart of the city centre; and these proposals are is fully aligned with that objective and will act as a key link between Victoria North and other parts of the city centre. Linking the communities in the north to the city centre will support the wider vision for establishing a new dynamic neighbourhood, which contributes to the economic performance of Manchester and the delivery of the proposed residential development and wider public realm improvements alongside the previously approved phases of the Masterplan would complement and support the above aims.

Great Ducie Street Strategic Regeneration Framework (SRF) (2018) and Former Boddington's Brewery SRF (2015). The focus of these SRF's is on securing the regeneration of the area into a new, mixed use neighbourhood. The SRF advocates the opportunity to facilitate greater synergies between existing businesses in the framework area and emerging development. The vision is to develop a strong sense of place and community, to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre. The proposed development, wider delivery of the Masterplan and associated public realm improvements and improved quality of visual linkages with the City Centre Core would support that creation of a sense of place.

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

The site of the current planning application falls within the area designated as the Retail Core. This identifies the realisation of the redevelopment of the Ramada site as a key priority for the City. It notes the site was a key piece of the regeneration plan following the 1996 IRA bomb and the redevelopment of the bomb-damaged area through the Manchester Millennium masterplan, that the site occupies a strategic location between the Retail Core and the Medieval Quarter, and has the potential to augment the diversity of retail, residential and leisure facilities in this area.

The proposed development along with the previously approved and future phases of the Masterplan delivery would finally unlock the realisation of the long awaited final piece of the post IRA bomb Masterplan. The long envisaged significant new gateway to the City Centre from its northern approach north would be realised and would strengthen physical and visual links between the City Centre and those key regeneration areas beyond.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

'Powering Recovery: Manchester's Recovery and Investment Plan' – This sets out what Manchester is doing to respond to the COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business

opportunities in the city's economy. It sets out how Manchester can play a leading role in the levelling-up agenda, with ambitious plans to build on recent investment in economic assets and infrastructure and accelerate the growth in high-productivity sectors including the Digital, Creative, Technology and Health Innovation Sectors alongside the well established financial and professional services sectors. This includes support for major job-generating investment with high-growth sectors, new-starts and scale-up. Another target envisaged in the plan is the permanent closure of parts of Deangate which it is envisaged will be a catalyst for the regeneration of the area. The wider Masterplan vision of which the current application forms part would be complementary to this regeneration.

People and businesses want to be in Manchester; they choose to live and work here. The stability of the city centre is essential to attract further growth and the provision of further high quality, high density residential accommodation, in a location adjacent to areas targeted for employment growth would, along with the associated public realm and wider site improvements to be delivered as part of wider Masterplan, support the growth of the target sectors detailed above.

Stronger Together: Greater Manchester Strategy 2013 - 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.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Conservation Area Declarations

Cathedral Conservation Area

The Grade I listed Manchester Cathedral and the part Grade I, part Grade II listed Chetham's Hospital school form the focal point of the Conservation Area. The area was designated as a Conservation Area in April 1972 in order to preserve and enhance the quality of the setting of these buildings.

To the south and east of these two buildings is the confined solemnity of the Cathedral Yard, and they are effectively separated from the rest of the city centre by a partial ring of Victorian Commercial buildings, including the impressive Corn and Produce Exchange (Grade II listed). These all cluster around the medieval street pattern and are bounded on the outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach.

The Cathedral overlooks Victoria Street and the deep cut of the River Irwell and beyond, into Salford, to the extensive cobbled forecourt of the disused Exchange Station which forms the western boundary of the area. The Corn Exchange was designed by architects Ball and Else and is noted for its glass and steel roofed internal market hall. For some years, consideration has been given to improving and enhancing the setting of the Cathedral and Chetham's School and to retaining the essential Victorian character of the remainder of the area. The intention is to restrict traffic movement through the area and to establish a series of landscaped pedestrian walkways.

St Ann's Square Conservation Area

St. Ann's Square is in the commercial heart of the City, where almost every building accommodates shops on the ground floor. This was the first conservation area to be designated by Manchester City Council, on 29 July 1970. It comprises an important part of the city centre around St. Ann's Square, extending as far south as John Dalton Street. The boundaries are Deansgate, St. Mary's Gate, Market Street, Cross Street and John Dalton Street, some of which are common boundaries with other conservation areas designated subsequently. Many buildings within the Area are listed for their special architectural or historic interest.

St. Ann's Square was laid out in the Georgian period, early in the 18th century, and is one of the main public spaces in the city centre. The church, which dominates the southern end of the Square is the only surviving building of that time in the area, the remainder being later replacements which continue to enclose the Square in a satisfactory and coherent manner. As these buildings were constructed in various styles over a long period, they create a rich tapestry of built form. Each new building has been designed with due regard and respect for the others that were already there and together they create an imposing street wall and St. Ann's Church is one of only fifteen buildings in the City listed as Grade I. Because of its position at the south end of the Square it is the most prominent building in the conservation area. The Church is constructed in red sandstone, has two tiers of round-headed windows, a semi-circular apse to the east and a square tower to the west. Originally the tower was surmounted by a three-tier cupola, replaced by a spire in 1777 that was removed in its turn around 1800.

St. Ann's Square is lined with many buildings of architectural merit, while within the space are two bronze statues, one of Richard Cobden and the other a memorial to the Boer War comprising a group of soldiers. Both are listed buildings. On the corner of St. Ann's Square and St. Ann Street stands a building which is a fine example of the Italian palazzo style of architecture, with semi-circular headed arches and Venetian windows. Designed by the architect J. E. Grogan, it was originally Benjamin Heywood's Bank and was connected to the manager's house by a single-storey link. It is listed Grade II*.

The former bank on King Street (nos.35-37) is a three-storey brick building formerly with two-storey brick wings, now replaced by glazed facades. The windows are framed by moulded stone architraves with key blocks. There are steps up to the typical pedimented Georgian entrance, which is flanked by dwarf stone walls with iron railings, found nowhere else in the City.

The Grade II* listed Barton Arcade which fronts onto Deansgate and backs onto Barton Square is the City's finest shopping arcade and the only surviving Victorian example in Manchester. It is a four-storey cast-iron framed building with a glazed dome roof and curved internal balconies. The elevations are of brick and stone, but that part on the visual axis of Barton Square is a flamboyant concoction in metal and glass.

The former Grade II listed Royal Exchange building is the dominant building within the Area and the shopping arcade within it was created during the 20th century refurbishment. A large sandstone building in the Classical style with giant Corinthian pilasters and huge projecting cornices, the Royal Exchange has a tall cupola on the northwest corner and large arched entrances on Exchange Street and Corporation Street.

Parsonage Gardens Conservation Area

The Parsonage Gardens Conservation Area is bounded by Blackfriars Street, Deansgate (a common boundary with the St Ann's Square Conservation Area), Bridge Street (a common boundary with the Deansgate/Peter Street Conservation Area) and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative border of the City of Salford.

It contains several Grade II listed buildings, including Blackfriars Bridge, but also contains a number of more recent buildings such as Alexandra House and Century Buildings (modern element). At the centre of the Conservation Area is Parsonage Gardens which is bordered by large and impressive buildings. Most are in orange-red brick or terracotta, although one modern-style steel and glass structure merges well into its surroundings. The square of Parsonage Gardens itself is surrounded by a rich mixture of buildings of various ages and styles which are relatively harmonious in their relationships with one another.

The Grade II listed Arkwright House, designed by the same architect as Blackfriars House, and similarly dressed in Portland Stone, is a significant 7 storey office block in the conservation area.

Parsonage Gardens Conservation Area embraces a length of river frontage to the Irwell and this also includes part of the Grade II listed bridge on Blackfriars Street, half of which is in Salford. This heavy stone bridge was built around 1820 to replace a light timber footbridge of 1761. One of the three semi-circular arches is partly embedded in the river bank on the Manchester side. Despite this parallel stretch to the River Irwell, the buildings do not provide much scope for the development of a riverside walk.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Parsonage Gardens area and its use in new developments will therefore be encouraged.

Other National Planning Legislation

Legislative requirements

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

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

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Heritage
- Townscape and Visual Impact
- Wind Microclimate
- Socio-Economic
- Human Health
- Climate Change

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.35 hectares but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

A description of the proposal comprising information about its nature, size and scale;
The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable. The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its long term economic success. There is a crucial link between economic growth, regeneration and the provision of homes and, as growth continues in the City, more homes are required to fuel and complement it.

This area has been identified as being suitable for new homes and high density development is appropriate in this highly accessibly and sustainable location and this development would be consistent with Manchester's Residential Growth Strategy which aims to deliver 32,000 homes by 2025. Around 3,000 new homes are required per each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population is critical to maintaining continued growth and success.

The site is at a key gateway and currently has a negative impact on the area. Its run down and derelict appearance is compounded by dead street frontages to Deansgate and Victoria Bridge Street. Access to the river is poor with no activity or natural surveillance.

The changes identified in the City Centre Renewal Area would have addressed these issues and reconnected the site to the City Core. However, there are site specific challenges which have previously prevented its wholesale clearance and redevelopment. Its condition contrasts starkly with the transformation that has occurred in adjacent areas.

The wholesale redevelopment of the site cannot be phased and the capital investment required to fund this has proved to be prohibitive on numerous occasions over the past 25 years. In these circumstances it is both expedient and necessary to explore other ways in which the site can be improved. The proposal is fully funded and deliverable and the initial phases have commenced. The proposal would transform the appearance of the site and deliver activity on all frontages in a manner envisaged in the masterplan for the City Centre renewal area.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 119, 120(d) and 124 of the NPPF. It is a sustainable location and would improve the environment and deliver high quality housing with safe and healthy living conditions. It would be located close to major transport hubs and would promote sustainable economic growth.

Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to major employment and areas earmarked for future employment growth and would promote sustained economic growth within the City. The delivery of a mix of one, two and three bedroom high quality homes would contribute to supply of housing in Manchester.

The site currently makes little contribution to the local economy. The development would support the creation of 2,835 FTE jobs in the construction industry over the 2.5 year demolition and construction period, including temporary and FTE construction jobs. This is equivalent to 1,134 gross construction jobs (FTEs) to be created for the 2.5 year build period. Approximately 25 full time equivalent jobs would be generated through the operation of the building and proposed retail/ leisure uses following completion. Further economic benefits would be generated through chain linkages and employee expenditure in the area. The proposal includes investment of over £750,000 in accessible public realm. The expenditure generated by the new residents is estimated to be around £138,540 per week and £7,204,080 per annum. In excess of £5.4 million in Council Tax and Business Rates is expected to be generated over a 10 year period from the development.

The proposal would improve Deansgate, Victoria Bridge Street and bring activity and animation to the riverside helping to establish a sense of place. The increase in ground level activity and the improvements to connectivity across the site would integrate the proposed building with the urban grain and enhance legibility.

Viability and affordable housing provision - Policy H8 requires development to contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The scheme proposes 300 homes for open market sale and the regeneration of the Renaissance site is a key priority for the Council. The proposal would develop a brownfield site, that makes little contribution to the area and create active street frontages and public realm. It would have a high quality appearance and comply with the Residential Quality Guidance. Substantial areas of high quality public realm are proposed. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Council's public access system. This has been independently assessed, on behalf of the Council, and its conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered, but is done so to the highest standard.

The benchmark land value of £2,736,000 and build costs of £66,323,945 are within the range expected based on market evidence. The total costs would be £83,927,702 with a GDV of 17.5%. On this basis and given the costs associated which includes providing the public realm within the development, the scheme cannot support a contribution towards off site affordable housing whilst ensuring that the scheme is viable and can be delivered to the quality proposed.

There would be provisions in a s106 agreement to allow the viability to be re-tested to assess whether an affordable housing contribution could be secured should market conditions change during construction.

Residential development - density/type/accommodation standards

All homes would meet, and some would exceed, Space Standards. Full height windows would maximise natural daylight and homes would be naturally ventilated. Living areas would have increased glazing and some homes would be dual aspect. Each has a Juliet balcony. The homes to the west gable have full width balconies.

The open-plan living/kitchen/diner arrangement responds to contemporary lifestyles. Communal areas are provided for residents and help foster a sense of community, including a gym and a roof terrace.

The mix and size of homes would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 6 people and could be attractive to families and those downsizing.

A condition which would require details of a management strategy for the homes and a management strategy for the public realm would ensure that the development helps to create an attractive neighbourhood. This would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues is whether the height is appropriate. A part 27, part 14 storey building would be tall in the local context, although there is a 25 storey building on an adjoining site. The proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. These parameters have informed the series of SRF's including the Ramada Renaissance SRF which forms part of the context to the consideration of this application.

Taller buildings should; relate to key nodal points and gateways, key vistas and public spaces, positively contribute to the skyline and deliver significant, high quality public realm to create a high quality, sustainable neighbourhood.



1. View looking north along Deansgate from the Cathedral



2. Dusk view from Victoria Bridge Street

The Ramada Renaissance SRF seeks deliver a distinctive new City Centre destination focused around a 'best in class' landscaped public space, which positively interfaces with Deansgate and the River Irwell, connecting the site into the

surrounding City Centre context, alongside high quality buildings that accommodate high quality and distinctive uses, to create a genuine sense of place. It acknowledges that for high density models of regeneration to be successful, great emphasis on the high quality of the place making is required. It is considered that the proposals are broadly in keeping with those aspirations within the context of the site constraints as detailed above.

This is a key gateway site which is suitable for a tall building. It would terminate views, create a focal point on a key route and act as a wayfinder around Victoria Station. All of these factors would improve the legibility of the City Centre.





The Core Strategy requires tall buildings to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscapes or landscapes or intrude into important views. This site and its context undermine the quality and character of the townscape at a main entry point into the City.

Paragraph 130 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive through good architecture, is sympathetic to local character and optimises a sites potential. The complex currently detracts from the significance of Manchester Cathedral and the character and appearance of the conservation area. It has a negative relationship to Deansgate, Blackfriars Street, the River and the grade II listed bridges. The length of inactive frontage to Deansgate creates a poor link to the St Ann's Square, Parsonage Gardens and Cathedral Conservation Areas and discourages movement. The experience at street level is poor with little activity and the site appears to be in decline. This contrasts to high levels of vibrancy nearby along Deansgate, St Ann's Square, Cathedral Street and Market Street.

The proposal would improve the area and use the site efficiently. The set back of the lower levels on Victoria Bridge Street and the adjacent public realm would create a sense of openness and enhance its interface with the public realm. The ground floor uses should strengthen the street frontages and provide natural surveillance.



The redevelopment of this site provides an opportunity to introduce a high quality building and public realm. The design would create a more dynamic skyline and the stepped massing would deliver a building appropriate to its context.

The regular pattern of the facades and the ordered grid relates to much of the Victorian architecture in the vicinity of the site. Both buildings have a defined base, middle and top reflecting the tripartite subdivision characteristic of many Manchester buildings. The southern elevation of the tallest block is stepped to create terraces with southern aspect which break up the overall massing.

The steel structure of the bridge would be lightweight, without heavy masonry supports, and complement the heavy stone bridge structure and the sandstone cladding of the residential building.

Design Issues, relationship to context and the effect on the Historic Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key heritage impacts are on the significance of

designated and non-designated heritage assets, from development in their setting. A key issue is whether its impact on the setting of the adjacent grade I listed Cathedral and Chethams School, the setting of the adjacent Cathedral, Parsonage Gardens, St Ann's Square and Flat Iron Conservation Area's is acceptable.

The design was discussed widely at pre-application with stakeholders, including residents, Historic England and Places Matter, to ensure that it is viable and deliverable, of a high quality and appropriate. This engagement has resulted in a form of development which sought to mitigate the level of harm to adjacent heritage assets.

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

The setting of Manchester Cathedral has evolved over time such that it is surrounded by a varied urban townscape and it occupies a mixed context, including buildings of different styles, scale, mass and height. Despite this, the setting of the grade I listed building is characterised by a spaciousness created by the highway network to the north of Deansgate, the River, its churchyard and more recently established landscaping. The Cathedral is not seen from longer range due to the density of the city centre but it is clearly visible in views from the east, including those from the newly created Cathedral Gardens, from Salford to the west and from the River Irwell, in views northwards from Deansgate (until the 19th century when Deansgate was extended the Cathedral was enclosed by buildings and views were restricted), and in views south around Chethams.

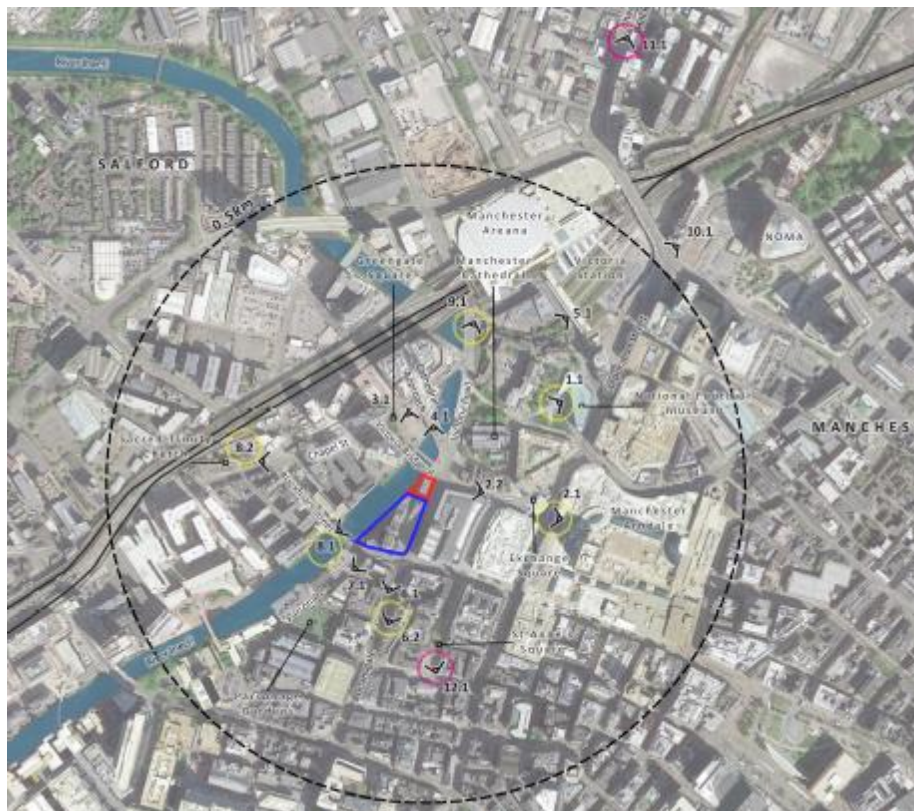
Conserving or enhancing heritage assets does not prevent change and localised impacts on the setting of a listed building or the character of a Conservation Area need to be considered within their wider context. The context of the site and the setting of adjacent heritage assets has evolved in tandem with historic change and more recently transformative regeneration within the City Centre particularly that which followed the 1996 IRA bombing. Notwithstanding that regeneration, the appearance of the Application Site as detailed above has remained poor and has for some time had a negative impact on the area. The dated form of the buildings on the site fragments views and is inappropriate in terms of townscape quality and place making and change is required that would enhance the setting of heritage assets and the wider townscape.

The effect on key views, listed buildings, conservation areas, Archaeology and open spaces has been assessed. When seen from radial approaches, the city centre skyline expresses its density. Taller buildings are an essential part of the character of any dynamic city. There are historic buildings and larger, more modern developments nearby. However, any redevelopment of the site cannot undermine the retention of the dominance of the historic heritage assets within the Medieval Quarter and Cathedral Conservation Area.

In pre-application discussions, Historic England had considered that the overall proposals for the site had the potential to positively address the negative contribution the site makes to a number of heritage assets. However, those wider contextual impacts have not been acknowledged in their comments on this proposal despite the

fact that these elements are progressing on site. They also confirmed in pre-application discussions that those wider proposals would better respect the significance of the Cathedral than those permitted in 2005.

A visual assessment has analysed the impact on the townscape significance of 8 key views (combined to 6 viewpoints) in a Townscape Assessment using photomontage / CGI perspectives. A Heritage Assessment has considered the impact on the settings of adjacent listed buildings, the Cathedral, St Ann's Square, Parsonage Gardens and Salford's Flat Iron Conservation Area.



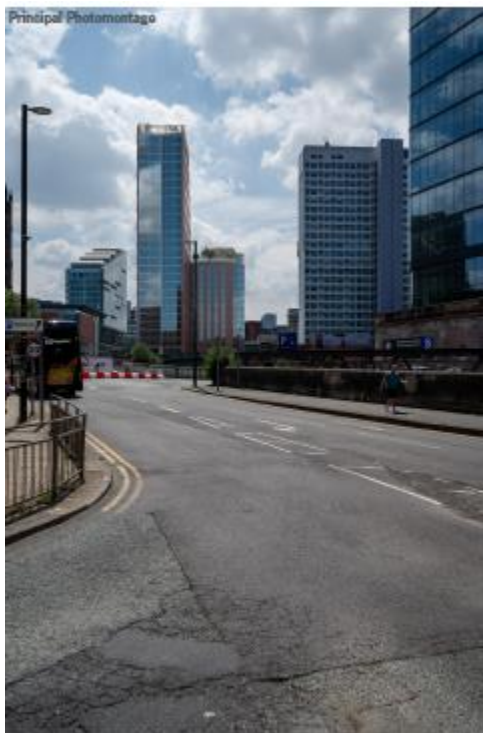
Key views and visual receptors

- | | |
|-----------|----------------------------------|
| 1.1 | Cathedral Gardens |
| 2.1 | Exchange Square |
| 6.2 | Deansgate/ A56 (north bound) |
| 8.1 - 8.2 | Blackfriars Street |
| 9.1 | Victoria Road/ A56 (south bound) |
| 11.1 | Cheetham Hill Road |
| 12.1 | St Anne's Square |

Location of visual impact receptors

The impact on all but 2 heritage assets would be negligible. Impacts on the Cathedral would be less than substantial harm and, whilst adverse, are considered within its current context to be moderate. Impacts on the Cathedral Conservation Area are considered to be minor. Overall harm to the setting of the Cathedral and Cathedral Conservation Area would be less than substantial.

In townscape terms the proposal would be moderate beneficial in views from the Cathedral and Cathedral Gardens and the retail core and neutral in views from Shudehill, Parsonage Gardens, St Ann's Square and to the west of the Irwell.



Enlargement 100% at A1 sheet size



0.6m 1.2m 1.8m 2.4m 3.0m 3.6m 4.2m 4.8m 5.4m

Views towards the Cathedral from Victoria Street



Views towards the Cathedral from Deansgate

Overall, in the above views there would be positive and negative effects on the Cathedral. In views from Deansgate and from east to west the proposal would cause some harm to the significance of the Cathedral by creating a degree of distraction and reducing the visual dominance of the listed building. However, this impact is reduced by the quality of the design and materials and the way in which the building responds to its context, through the creation of active frontage to Deansgate. Taking into consideration the existing setting of the Cathedral and the extent to which taller buildings, including No 1. Deansgate and the Premier Inn, influence its setting and significance, the level of harm caused to the Cathedral would be 'less than substantial' and of a moderate level.

In townscape terms from the north, the lower storeys and new facades of the northern and eastern elevations would be clearly visible and would be a positive addition to the streetscape with active frontages adjacent to the Cathedral and Greengate improving the appearance and townscape quality. Further north and east the taller elements would not contrast with the existing setting and taller buildings. The proposal would be an attractive backdrop to and complement the quality of the placemaking and public realm improvements around the Cathedral and complete the regeneration envisaged 25 years ago.



Enlargement 100% at A1 sheet size



Baseline Photograph

View towards Corn Exchange

Exchange Square and Cathedral Gardens allow open views of the principal elevations of the Corn Exchange. There are taller buildings in its wider context such as the Premier Inn. The upper levels of the proposed would be visible from the setting of the listed building but due to distance and its robust and assertive character, it would be harmed. The overall effect would be negligible not significant.

The site is to the south of the Chetham's School Complex which comprises grade I and II listed buildings and walls, broadly enclosing a courtyard and ranging from the 15th to 19th century date. The building is the best preserved of its type and date in the country and is of architectural and historic interest as a medieval townhouse and later collegiate campus and hospital. The buildings form a group which encloses an open courtyard that emphasises their group connections and their educational use and there are associative assets including boundary walls and a gatehouse. Views into the central courtyard or to interior elevations are restricted resulting in an enclosed and secluded character to the setting of the buildings. The easternmost part of the complex (South east Wing to Chetham's Hospital) is principally experienced from Long Millgate and the recently landscaped Cathedral Gardens from which its expansive east elevation is prominent.

The buildings are experienced as part of a complex and heavily developed urban core and are surrounded by traditional and modern buildings, including those of significant scale and mass such as Victoria Station, Manchester Arena, the Stoller Hall and large residential buildings to the west. The introverted and enclosed context of the buildings and their historic character contrasts with and distinguishes them from the wider townscape. The proposal would be visible at a distance and in the context of the wider mixed setting that already includes a range of modern buildings of taller and larger

format. The proposal would not intrude or create visual impact that would erode the significance of the complex. The strong historic interest of the grouping, its architectural character, the relationships between its component parts and its relationship with the Cathedral would not be affected. And the overall impact would be negligible.



View from Blackfriars Bridge

The proposals would be visible but would not obscure views or impede the appreciation of the historic, architectural or functional significance of the 19th century bridge crossings from Blackfriars Street or their group value. A view of the Cathedral from Blackfriars Bridge would be widened and framed by the proposal. Although the significance of the listed bridges would not be increased, the ability to experience and appreciate them would be enhanced through the improved public realm at the River and an increased ability to engage with the river through improved public access.



View towards site from Chapel Street.

To the west is a group of listed buildings including the grade II* listed Church of the Sacred Trinity and grade II listed Salford War Memorial, the grade II listed 4 Booth Street and grade II listed 62 Chapel Street. The Church occupies a prominent position on the north side of Chapel Street near the wide road junction, its orientation and defined churchyard creating a spaciousness and enabling clear views. It is experienced as part of a densely developed urban area but illustrates the former historic character of Chapel Street. It has a degree of resonance with other traditional buildings in the area, however it is of greater prominence as an ecclesiastical building. More broadly it contrasts with the scale of existing and emerging tall buildings in the area.

The proposed would to a large extent be screened from these listed buildings. The tallest block would be visible from Chapel Street and in the vicinity of the grouping of heritage assets, but only the upper levels would be visible and viewed in the context of an already layered modern townscape including modern buildings of varying style, height and scale and their significance would not be affected.

The mixed urban setting these assets, means that impacts have to reflect that there are buildings and structures from most phases in the City's development and growth. This area is experienced and appreciated in combination with historic and modern development. There are tall buildings in the setting including the Premier Inn, the Embankment, Urbis and No. 1 Deansgate. The proposed in combination with these buildings would not substantially diminish the heritage interest of the Cathedral or the Cathedral Conservation Area or the Flat Iron Conservation Area.

The architectural detail and scale of the Cathedral is best experienced nearby and in the immediate area there are remnants of medieval Manchester, including the Hanging Bridge, the route of Victoria Street and components of the Chethams which have an associative relationship with the listed building and it is this combined street

level experience that much of the collective value of the assets in the Medieval Quarter rests upon. This would not be impacted by the proposal and for reasons outlined above the street level and public realm improvements, and the place making benefits would enhance that collective value.

The impacts on other affected heritage assets are considered to be negligible and views of the development from within the Parsonage Gardens and St Ann's Square Conservation Area would be limited in nature and where visible add interest to the skyline and aid with wayfinding.

The historic nature of the principal buildings in the Cathedral Conservation Area, and the nearby open spaces contrast with the wider townscape. These open spaces allow for a spacious and green character and provide longer views of the historic buildings. It contrasts with the views out of the area towards dense development and buildings of height and reflect the city centre context of the conservation area. The historic nature and form of the key buildings and the connections between them emphasise the significant and important historic character of the area. It is considered that the level of impact on this character has been mitigated through the scale, massing and design of the proposals.

The scale, alignment and positioning of the proposal would be acceptable and would add to the skyline. The building would be seen from some parts of the Cathedral conservation area and in views of listed buildings, but the impact would not be harmful. The spaciousness around the Cathedral would be retained and the quality of its context and overall, the proposal would have a beneficial impact on heritage assets and the townscape. Where the proposal appears more prominent its quality and overall design is such that and the significance of the heritage assets remain fully appreciable, and dereliction is stitched back together. The proposal combines dynamic, sensitive city regeneration and would remove the adverse impact of the site on the street scene, on the setting of adjacent listed buildings and on the Cathedral Conservation Area.

Impact on Victoria Bridge

Works are proposed to the retaining wall connected to the grade II listed Victoria Bridge with a new deck and stepped access. The bridge has been modified and its architectural interest is therefore only appreciable in oblique views from Blackfriars Street and is more appreciable in views from Victoria Bridge. The stair would not tie into the bridge parapet and would be slightly offset. Yorkstone paving slabs would be on the pavement between the complex and Victoria Bridge Street and the head of the stairs and damaged paving will be removed. Building edge protection bollards would be erected at the head of the staircase. A small area of steel decking would be constructed at Victoria Bridge Street level, between the staircase and the proposal.

The stair and street furniture would change the character of the setting of the listed bridge. However, the existing Renaissance structure has a negative relationship with the bridge and detracts from its significance. The steps would improve access and allow greater appreciation of the bridge from the River. The works have been off set and the steel construction of the bridge would complement its heavy stone structure

and the significance of the bridge, attributed to its historic interest and as an example of large scale functional and decorative Victorian infrastructure would be sustained.

Any harm to the listed bridge would be less than substantial. The overall impact from the proposals is considered to be negligible not significant. In line with paragraph 202 of the NPPF, any residual harm from the proposal needs to be mitigated by the public benefits of the proposals.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration and considerable weight is given to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Given that the main heritage asset upon which the proposals would impact is the Grade I Listed Cathedral clearly more weight needs to be apportioned to consideration of those impacts with respect to those assets.

Section 72 of the Act requires that special consideration and considerable weight is given to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 189, 195, 197, 199, 200, 202, 203 and 206.

The NPPF (paragraph 199) notes that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

There would be no harm to the significance of Blackfriars Bridge, the Blackfriars Street group, 4 Booth Street, 62 Chapel Street, the Church of the Sacred Trinity or Salford War Memorial, Haywards Building, Barton Arcade, the Royal Exchange, the St Ann's Square Group, the Cateaton Street Group, the Former Corn and Produce Exchange, the Chethams complex, Victoria Bridge, the Railway Viaduct and Retaining Walls, Parsonage Gardens Conservation Area, the St Ann's Conservation Area, the Flat Iron Conservation Area or the Hanging Bridge. The Proposed Development will (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

This proposal would affect the setting of some adjacent Listed Buildings but principally the Grade I Listed Cathedral where would be a moderate but less than

substantial level of harm to its setting. There would also be minor but less than substantial harmful impacts on the character of the Cathedral Conservation Area. Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits, (Para 20 of the NPPF Planning Practice Guidance). The public benefits would include:-

Heritage Benefits

The Renaissance complex is the last remaining development of the 1999 City Centre Masterplan and has long been a strategic regeneration priority. The proposals for this high-quality development would support and underpin the delivery of the regeneration of the wider Renaissance site and would improve the setting of the Cathedral by repairing the negative relationship that the site has with it and improving interaction with the surrounding streets and built form.

The historic link between Deansgate and the Cathedral has been eroded through changes during the 20th Century not least through the removal of ground floor activity. The development of the site must improve visual and physical links and activity. Any development that is higher than the Cathedral would have some level of impact. Whilst the proposal may reduce the visual prominence of the Cathedral, its architectural quality would remain fully appreciable as would the feeling of spaciousness around it. The development would attract people along Deansgate, and improve longer views of the Cathedral, and reinforce the historic link. The design has been through an iterative process to create a high quality scheme and the architectural form, materials and the elevational treatment, would be sympathetic to the surrounding context, including the historical context. The proposals would open up the site on Deansgate and the river with active uses and amenity space that would draw people into the building and improve engagement and appreciation of the heritage assets in the Medieval Quarter.

Other buildings of greater height than the Cathedral have been approved which have a similar visual impacts on its setting. The tower proposed in the foreground of the site would act as a stronger gateway and sit successfully in the sites setting and the material would be complementary.



Appropriate weight must be given to the impact on the grade I status of the Cathedral and its setting. Whilst there would be negative impacts its setting, these need to be balanced against the positive heritage benefits set out above and the public benefits set out in the Report:

Wider public benefits include:

- Regenerating a major City Centre gateway site containing underutilised vacant buildings;
- Putting a site which has a negative effect on the townscape, back into viable, active use;
- Redevelop a derelict site of poor architectural quality and significantly enhance the area;
- Establish a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Providing a public space and facilities for residents, workers and visitors, creating a safe and accessible environment with clearly defined areas and active frontages to enhance quality of life and boost commercial trading and lead to significant improvements in physical and mental health;
- Responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Victoria Station and bus links;
- Support the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space;
- Provide public space and facilities for residents, workers and visitors

- Respond to local character and historic development and deliver a design which reflects and complements the wider area and local context;
- Contributing to sustained economic growth;
- Provide full access to the building and to the public realm;
- Increase active ground floor providing overlooking, natural surveillance and increasing feelings of security;
- Re-vitalise the riverside opening

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets and are consistent with paragraphs 199, 202 and 206 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement. Great weight to their conservation of the setting of the Cathedral and the Cathedral Conservation Area and it would be conserved in an appropriate manner (paragraphs 189 and 199 of the NPPF).

The quality and design of the proposal would sustain the value of the key heritage assets. There are substantial public benefits which would outweigh the harm caused. The harm is necessary to secure those benefits, and to secure the site's wider potential in urban design terms

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered design response. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. There are a variety of materials and building styles in the area with small-scale brick historic buildings, sandstone and more contemporary buildings in a mix of concrete, glazing and metal cladding.

The building would have a strong base with large columns that ground the building with inset glazing to create an active frontage to Deansgate. The main body of the façade would be clad in a double storey height precast polished concrete shingle, with a hit and miss pattern creating depth with a contrast of solid to void. The large civic scale tapered pre-cast cladding panels would create a vertical expression. These would be embossed with varied patterns and surface finishes to reference the Gothic arches and tracery of the Cathedral. The 2 storey grid would increase the verticality and slenderness of the building form. The northern elevation facing the Cathedral would be tapered and simplified with full height curtain walling. The lower western building would also be clad in textured sandstone and have full width projecting balconies facing the River.



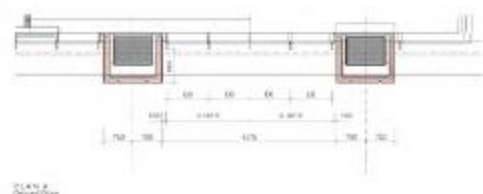
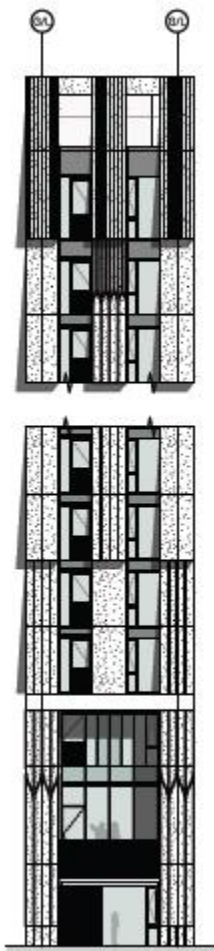
3D Bay Study



Stone Gable Detailing



Plan Detail



PLAN A
Ground Floor

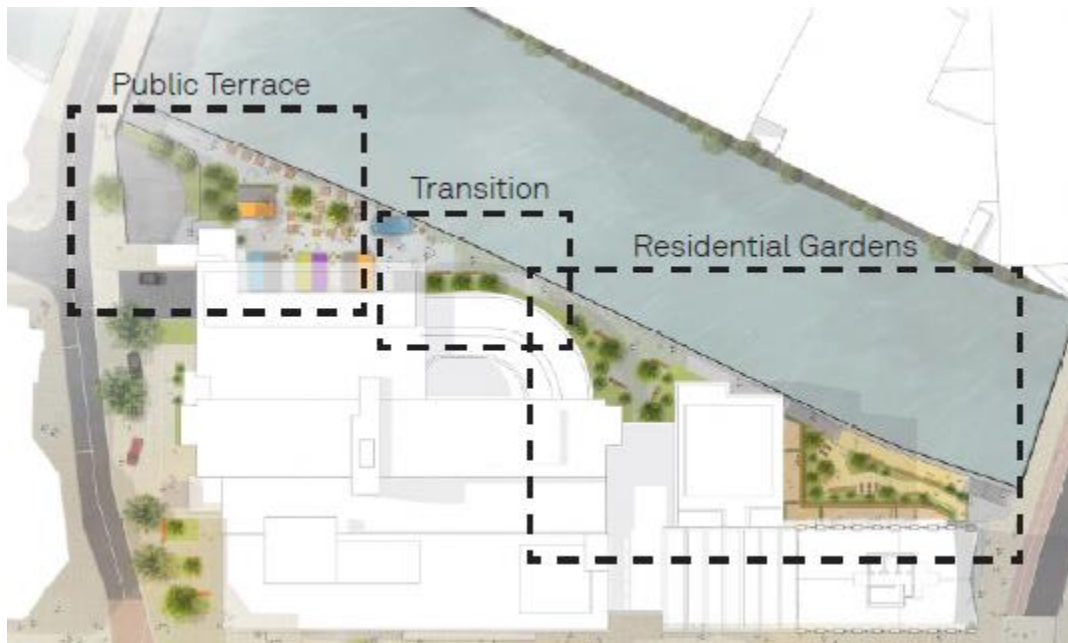


The materials are appropriate and would deliver a high quality design. Their colour and texture would reflect that found within the wider area and townscape. The mix of concrete panels would respond to different lighting conditions to deliver a dynamic façade that would vary in tone throughout the day. The building layout and transparency of the ground floor glazing would maximise daylight and allow views into ground floor areas increasing passive surveillance and improving security whilst animating the street and would improve the streetscape.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision): The Core Strategy requires that proposals for tall buildings should create an attractive, pedestrian friendly environment. To support high density schemes such as this public space should provide shared outdoor amenities for residents and users of the City Centre with a high quality, safe and accessible environment. This requirement is considered to be central to the successful regeneration of the site in particular in relation to the riverside and these aspirations are embedded within the core principles of the SRF.



The proposal includes around 1,400 m² of public realm. The site currently has no areas of public open space. A series of spaces would be created along the River frontage which would encourage people to gather and dwell. Food and drink outlets would be included adjacent to the hotel with trees, planting and lighting to enable people to use the area throughout the day and evening. A private space for residents would be created to the north of the publicly accessible space.





The design would promote health & wellbeing and help Manchester residents to live longer, healthier and more fulfilled lives. The public realm would be suitable for all including older people. The final details would be agreed by condition and would adhere to MCC guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

A publicly accessible route would be created on the River with steps and a platform lift up to Victoria Bridge Street and a new lift through the car park stairwell. This route and the improvements to the pavements and increased activity to Deansgate and Victoria Bridge Street, would improve the pedestrian environment and create stronger linkages and improving movement patterns in the area. It would strengthen links with other adjacent public spaces.

Lockable gates would be positioned at the Victoria Bridge Street level and along the Irwell Terrace to prevent access out of hours. Access would also be controlled through the existing stairwell to the public terrace.

Landscaping to back of pavement along Deansgate. These proposals would be the 1st phase of a landscaping masterplan create breathing space by widening footpaths where possible and creating generous external spaces that promote activity. The masterplan proposes terraces on Deansgate to allow commercial units to spill out.



Landscaping Masterplan

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design is appropriate for this prominent site. The range of technical expertise provided indicates that the design is technically credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality. The design is considered to be of sufficient quality due to:

- Well considered design detailing and choice of materials;
- High quality materials and construction technology;
- Spacious layouts with good quality natural light, ventilation and acoustics;
- Active ground floor facades, public realm and welcoming entrances and communal spaces; and
- A variety of amenity spaces including ground floor, podium level garden and the adjacent public riverside terrace.

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport nodes including mainline and local train services, tram services and buses. The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. The improvement to

the public realm would enhance links to sustainable transport choices. Residents would be able to walk to jobs and facilities in the City Centre.

36 parking spaces are proposed in the lower basement. Three would be allocated for disabled people, and 12 (33%) would have EV charging points (7kw minimum) with the remaining spaces having the infrastructure in place to be EV enabled as demand increases. Parking spaces would be accessed via the existing car park off Blackfriars Street. The site is equidistant between City Car Club parking bays at St Mary's Parsonage (2 bays) and the Chapel Street Q Park car park (1 bay) from low-emission car-club vehicles. There are also a further 6 spaces within the adjacent MSCP.

A Transport Statement outlines the parking approach and reviews local parking opportunities. There is a multi-storey car park on site and contract parking space is available at other local car parks. There are 6 bays for disabled people at the top level (GF level) within the Renaissance car park.

The Travel Plan would make residents aware of sustainable options. The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. There would be a 300 space cycle store on the ground floor.

A service access point from Deansgate would connect with the existing one-way service route through the site. A loading bay is proposed on Deansgate to accommodate general deliveries such as parcels, food, etc.

Sustainability / Climate Change: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Environmental Standards and Circular Economy Statement includes assessment of physical, social, economic and environmental effects in relation to sustainability objectives. It sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods.

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013 and the proposal would meet this target. The analysis concludes that on site low carbon renewable energy could not be provided

due to limited available roofspace (PV's), limits of building footprint (heat pumps), potential adverse impacts on air quality (biomass) and the unsuitable city centre location (wind). However the energy strategy is based on an all electric building with Mechanical Heat Recovery Ventilation and with the infrastructure to allow the scheme to become a zero carbon over time as the grid decarbonises.

The scheme also proposes

- thermal insulation and air permeability standards would exceed the minimum standards contained within Part L 2013;
- high efficiency lighting targeting 100% of all light fittings as LED;
- Electric car charging points would be provided to 20% TBC asked for 100% of the car parking spaces;
- Use of smart space heating controls including integrated programmer and thermostat; and
- Waste Water Heat Recovery (WWHR).

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation

Features associated with the development which would contribute to achieving overall sustainability objectives include:

- A highly sustainable location should reduce its impact on the environment;
- The homes will be designed to reduce mains/potable water consumption and include water efficient devices and equipment;
- recycling facilities would divert material from landfill and reduce the carbon footprint further;
- A net increase of c.18 trees would offset carbon emissions

Embodied Carbon: Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. The aim would be to benchmark and minimise levels of embodied carbon at each design development stage as part of an Reduction Strategy:

This would follow the core principles set out in the UKGBC Circular Economy Guidance which follows Circular Principles: Reuse; Design Buildings for Optimisation; Standardisation or Modularisation; Servitisation and Leasing; and Design and Construct Responsibly as well as the principles set out in the London Plan which has set out a practical approach to considering circular economy for new development proposals.

The proposal would contribute to sustainable design and construction as follows:

- The structural design would reduce the amount of concrete used. Upper floor slabs will be pre-stressed to ensure that the thickness of concrete is reduced
- Premier House would have to be partially demolished. Re-use of materials from demolition such as foundations, concrete and steel will be prioritised;
- Energy, water and fuel associated with transport of materials and waste will be monitored and reduced where possible;
- Contractors will be encouraged to procure materials from suppliers with responsible sourcing accreditation, and products with Environmental Product Declarations (EPDs). Local material suppliers will be prioritised;
- Local Yorkstone has been chosen for hard landscaping as it provides a carbon saving of 184 tonnes compared with the equivalent from China;
- An allowance for Ground Granulated Blast-furnace Slag (GGBS) has been made for the raft slab. GGBS is a by-product of iron making and can be used as a direct replacement to Portland cement, which is a virgin material. It is anticipated that up to 65% of the cement can be replaced with GGBS, producing a significant reduction in construction carbon;
- The use of steel has been minimised and steel with high levels of recycled content will be used where possible;
- Materials are to be demountable and recyclable where practicable. Off-site prefabrication and design for modularisation / standardisation will be promoted and maximised to ensure ease of maintenance and repair/replacement during operation;
- Production of a SWMP to set out waste minimisation and diversion from landfill procedures;
- An aim to divert 95% of waste from landfill; and
- Monitoring the use of energy, water and vehicle fuel on site.

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

Effect on the Local Environment/ Amenity

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

(a) Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

The neighbouring residential properties at No.1 Deansgate, Britannic Buildings (42-46 Victoria Street), City Height Apartments (Victoria Bridge Street)) and Premier Inn and located in the lower half (ground – 13th floor) of the building City Height Apartments (Victoria Bridge Street)) have been identified as receptors in terms of potential daylight impacts. Sunlight Impacts have only been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site so No.1 Deansgate is excluded from this analysis.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels and how the proposal would perform against the BRE VSC targets.

Windows in the Premier Inn Hotel overlook the site and the BRE Guidance notes that the guidelines 'may' be applied where occupants have a reasonable expectation of daylight. It is considered that city centre hotel patrons will not typically be

occupying the room during the day, rather attending business functions or sight-seeing / shopping depending on the reason for their stay. It is not strictly necessary to consider impacts on the transient / occasional occupants of a hotel room, however as this data is available it is included for information.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The methodologies can comprise 3 tests. 2 have been carried out in relation to this proposal.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The 2nd and 3rd tests assess daylight levels within a whole room rather than just that reaching an individual window and are more accurately reflect daylight loss. The assessment submitted has considered the 1st 2 of these progressive tests.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre. The BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations in particular.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide explains that tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able

to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the **BRE targets**. The impacts of the development within this context are set out below.

Daylight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

North Tower -City Heights Apartments – there would be some small reductions in the extent to which the sky could be seen over the apartments but notwithstanding this, 468/468 (100%) of windows would meet the BRE VSC Target and 126/126 of rooms (100%) would meet with the BRE NSL target. Overall, the perceivable daylight losses would be negligible.

Britannic Buildings – 32/40 (100%) of windows would meet the BRE VSC Target and 8/8 (100%) of the rooms would meet with the BRE NSL target. All rooms appraised are served by multiple windows, with at least one of these large window panes achieving the BRE target or VSC within an acceptable tolerance of them. Overall, the perceivable daylight losses would be negligible.

No.1 Deansgate – 137/ 157 (87%) of windows would meet the BRE VSC Target and 130 (TBC)/136 of rooms (95%) would meet with the BRE NSL target. In terms of the windows which would not achieve the target the reduction could be noticeable. 6 of the windows serve a dual aspect room also served by another, larger (non-Site facing) window that would achieve a VSC of >30%. These rooms will remain adequately daylight passing the NSL test. The remaining 14 windows serve single aspect rooms which face the Hotel. 12 rooms are understood to be bedrooms which, are considered to be less sensitive receptors (when part of a multi room apartment) Overall, the perceivable daylight losses would be negligible or minimal.

North Tower -Premier Inn – 468/490 (96%) of windows would meet the BRE VSC Target and 145/147 of rooms (97%) would meet with the BRE NSL target.

17 windows which would not meet the target are served by multiple other windows which do achieve the BRE targets. These rooms would therefore remain adequately daylight, and all would pass the NSL test, experiencing either no reduction or negligible reductions. 5 windows serve assumed hotel rooms between ground and 2nd floor levels. None of the windows currently achieve the VSC target. Notwithstanding that the windows do not meet the VSC target, 3 of the rooms would pass the BRE's NSL

test. The remaining 2 windows that do not achieve the VSC target serve rooms at ground and 1st floor level that would also not pass the NSL test. These windows are both recessed into the face of the building, and also predominantly behind a plant/stair core structure serving the adjacent carparking deck. These factors significantly limit potential for daylight amenity, and it is noted that neither window currently achieves the VSC target. As stated above it is not strictly necessary to consider impacts on the transient / occasional occupants of a hotel room but nevertheless, overall, the daylight losses would be negligible or minimal.

There would be reductions against the baseline site conditions for some residents within City Heights Apartments, Britannic Buildings and No 1 Deansgate. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The above demonstrates a good level of compliance with the BRE VSC target and that the perception of any change would be minimal.

Sunlight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

North Tower -City Heights Apartments – All 126 (100%) of rooms would achieve both the 25% annual and 5% winter APSH targets. Overall, the sunlight losses would be negligible.

Britannic Buildings – All 8 (100%) of rooms would achieve both Annual and Winter sunlight targets. It is noted that in the baseline condition 1 room on the 1st floor achieves the Annual Sunlight target but does not receive any direct sunlight in Winter in the baseline condition and therefore achieves the target due to receiving none in the baseline condition. Overall, the sunlight losses would be minimal to negligible

North Tower -Premier Inn – 126/147 (97%) of rooms would achieve both the 25% annual and 5% winter APSH targets. For the remaining rooms There is some partial BRE sunlight compliance as follows: 1 Room (<1%) would achieve the Annual sunlight target and come within an acceptable tolerance of the Winter sunlight target. A further 13 rooms (9%) would achieve the Annual sunlight target but not the winter target, the majority of these rooms being positioned close to the imposing and substantial mass of the neighbouring 9 storey BT building. 4 rooms (3%) would achieve Annual APSH values that are within an acceptable tolerance of the Annual sunlight target, and Winter sunlight values that are not. 3 rooms (2%) would achieve neither the Annual nor Winter Sunlight targets.

There would be reductions against the baseline site conditions for some residents within City Heights Apartments and Britannic Buildings. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The above demonstrates a good level of compliance with the BRE APSH target and that the perception of any change would be minimal.

The impact on the daylight and sunlight received by some residents of Britannic Buildings, No.1 Deansgate and City Heights Apartments are important. However,

some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following is important:

- Buildings that overlook the site have benefitted from current site conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- high density development is not unusual in the City Centre;

It is considered that the above impacts are acceptable in a City Centre context.

(b) Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind.

The sensitive receptors were identified as those using the public realm and outdoor facilities. All are considered to be highly sensitivity to strong winds, as these can pose a risk to pedestrian safety. General thoroughfares are of medium sensitivity to pedestrian comfort, as users are not expected to dwell for significant periods in specific regions. Bus stops, building entrances and amenity spaces are of high sensitivity to pedestrian comfort.

During the demolition and construction phase the assessment demonstrates that the wind microclimate would be negligible.

During the operational phase the following is noted in terms of impacts on sensitive receptors:

- All thoroughfares and roadways are suitable for leisure walking at worst. This is suitable for the intended use and any wind effects would not be significant;
- Conditions at the bus stops are suitable for sitting or standing in any season. This is suitable for the intended use and any wind effects are not significant;
- There are no regions of leisure walking adjacent to any buildings, so all building entrances will be suitable for either sitting or standing., This is suitable for the intended use and any wind effects are not significant;

- The ground level amenity is suitable for a mixture of sitting and standing in either winter or summer. This is suitable for the intended use and any wind effects are not significant;
- The level 14 roof terrace is suitable for standing and leisure walking in winter and sitting and standing in summer;
- The level 26 roof terrace is suitable for sitting in winter and summer. This is a category calmer than required, which is a minor beneficial effect);
- Conditions for the west facing balconies are suitable for sitting in summer and winter which is a category calmer than required, which is minor beneficial;
- Conditions for the south facing balconies are suitable for sitting, standing and leisure walking in winter and for sitting and standing in summer. This is suitable for the intended use and any wind effects are negligible.

The proposal would have negligible effects on wind microclimate during construction and no additional mitigation measures are proposed.

Cumulative Effects

The Cumulative effects of wind with other pipeline developments would range from negligible to minor beneficial. Wind conditions remain largely the same in the future scenario, and all locations are suitable for the intended use.

(c) Air quality

An air quality assessment (AQA) has considered changes to air quality during the construction and operational phases. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor because of surrounding roads. As such, residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The energy strategy proposes entirely electrical based air source heat pumps and there will be no additional emissions from gas boilers.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. On that basis, residents would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

300 cycle spaces are proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All these measures would contribute to reducing reliance on the private car and limiting air quality.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of adjacent noise on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable.

The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

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

Acceptable internal noise levels can be achieved with relatively standard thermal glazing.

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the Proposed Development is not expected to impact the reception of digital terrestrial television (also known as Freeview) services.

Overall it is concluded that the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service.

The location of the site is such that it is 'high speed' ready with the infrastructure in place for the development to be connected into robust and future proof broadband.

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

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CAGE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Archaeological issues

Greater Manchester Archaeological Unit have concluded that the site is unlikely to retain any archaeological interest and have confirmed that no further archaeological work is necessary.

Crime and Disorder

The increased footfall, additional residents and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. An appropriate condition is recommended.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) including Tree removal

An Ecology Survey identified no features of significant nature conservation interest at the site. There are no Priority Habitats within 1km of the site and it contains no statutory nature conservation sites but is directly adjacent to the River Irwell therefore, some safeguards will be required to ensure that the proposed works and the residential usage does not impact on the watercourses, through pollution. Overall the site has been assessed as having low potential to support roosting bats and habitats within the site were of low to moderate value for foraging and commuting bats. The site has the potential to be used by black redstart as a song post, although the roof appears unlikely to hold suitable sheltered ledges for nesting. Peregrine Falcon records were also returned. The site is generally considered unsuitable for other protected and notable species due to a lack of suitable habitat within or nearby the site. The plant species list was limited to species that are common and typical of early successional communities of urban sites.

The Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created across the site including on the communal terrace and riverside public realm. The landscape would enhance linkages to local wildlife corridors. Ecological stepping stones could link to existing and developing green/blue infrastructure. Soft landscaping including trees, shrub and ground cover planting would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value. The Ecology Report suggests a number of biodiversity enhancement opportunities at the site including: bird boxes, black redstart song posts, bat boxes and planting of native species. The inclusion of such features and ensuring that lighting levels would not impact on bat foraging would be a condition of any consent granted.

The trees at the site are a Rowan, considered to be of poor quality (Cat U), and a Hornbeam which is in an adequate condition but has limited conservation value. Nevertheless, their loss requires mitigation. The 20 trees proposed at the site would mitigate that loss and those previously removed to facilitate previous phases.

Waste, Recycling and Servicing

The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments with 0.43sqm of space for each apartment. Compacted General Waste. The refuse collection strategy would be part of the Resident Management Strategy which would be a planning condition. The waste would be collected weekly by a private company from the existing service yard..

Conditions would require a service management strategy and off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis.

Flood Risk, Drainage Strategy and Impacts on River Irwell

The site is partly within Flood Zones (FZ) 1, 2 and 3, which have a low, medium and high risk of flooding. A Flood Risk Assessment (FRA) has assessed the risk from all forms of flooding and demonstrates how it would be managed, taking the effects of climate change (40%) into account. The site is in the Core Critical Drainage Area and requires a 50% reduction in surface water run-off as part of brownfield development. A Flood Risk Assessment has been undertaken that assesses all potential sources of flooding including: tidal, fluvial, surface water, groundwater, sewers and infrastructure failure.

The River Irwell is contained by a wall along riverbank approximately 1.2m high. The lowest basement level is such that it would become flooded during a 1 in 100-year event. The proposals would not impact on the river but flood risk during construction has been assessed and the overall design has been cognisant of the relative risk to the proposed residential accommodation.

The NPPF Technical Guide classifies residential dwellings as 'more vulnerable', however, such development can be compatible with Flood Zone 2 subject to the application of the Sequential Test which should be used to steer development to the areas of lowest probability of flooding and states that development should not be allocated or permitted, if there are reasonably available sites appropriate for the proposal in areas with a lower probability of flooding. Given the flood risk status of the site, and the proposed use, a sequential test should be carried out.

The Sequential Approach to the location is risk-based and aims to direct the most vulnerable types of development towards areas of least risk. Sites are not precluded from development where the risk can be managed. The city centre location and brownfield status of this site mean that it is well suited for the proposal and would support overarching growth aspirations. Therefore, a sequential test as set out in the NPPF is not required but any 'vulnerable' development should be situated in the least vulnerable areas.

The NPPF Practice Guidance categorises where development in each Flood Zone and flood risk classification is appropriate and where the Exception Test is required. The exception test is required, where 'More Vulnerable' development is located within Flood Zone 3a however as the proposals have ensured that 'More Vulnerable' development is located a minimum of 600mm above the 1 in 100 year plus climate change event flood level, the exception test is not required. The Environment Agency support the development, with development levels raised above the risk levels for flood events; flood compensation storage to manage the impact of flood risk in and outside the site; and, provision of safe access and egress during extreme flood events.

Flood risk levels obtained from the Environment Agency have been used to inform the layout and level of the proposed development. The main flood risk is from the adjacent

River (fluvial) and backing up of on site drainage and will only impact on basement level 2. The proposed parking at this level is classed as water compatible. The less vulnerable areas in this level have been designed to be set at a level acceptable by the EA and Local Flood Risk Authority. Flood resilient construction techniques should be used up to a specified level to ensure that potential flood damage from a 1:1000 year event is appropriately reduced. The design aims to ensure the proposal would not increase flood risk elsewhere during the 1 in 100 year flood event. The FRA shows that as the flood risk is managed by the above mitigation, which could be secured through a condition, the risk is acceptable.

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre-development rates with 5l/s/ha to be subtracted from this peak 50% discharge rate. Climate change allowance has been set at 20%, however, attenuation volumes will also be checked against a 40% allowance.

The surface water drainage strategy has followed the hierarchy of drainage solutions. Sustainable Drainage Systems (Suds) would be implemented where possible to enable discharge, volume and water quality control of the surface water runoff and reduce flood risk on site.

A SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles and final details would be agreed through conditions. The foul water effluent generated by the new residential building would be collected and conveyed by a new underground network to the combined water sewer within Deansgate.

All proposed paving at the riverside terrace would be permeable. Rain water will filter slowly through the paving into a crate system beneath which is used to attenuate water before being discharged. The inclusion of additional Suds Management including green Suds will be explored further as part of design development and secured through a condition.

There is evidence of existing culverts below the site which require further investigation prior to development commencing due to potential impacts on the drainage at the site and wider area. This cannot be fully investigated until the partial demolition of Premier House is completed and an appropriately worded condition to control that risk will need to be attached to any consent granted.

There is a risk of pollution to the watercourse, groundwater and drainage during construction. Good environmental practices including training to operatives should mitigate against this risk although accidental spillages cannot be ruled out completely. This requirement could form part of a Construction Management Condition.

Contaminated Land Issues - A Phase I and Phase II Geo-environmental Site Assessments has been prepared based on desktop / published sources, a site walkover survey and preliminary sampling and analysis.

The site is in an urban environment where industrial activities have taken place over time. It is likely that there is a significant thickness of Made Ground on site associated with previous development. Elevated levels of contamination may be present in shallow soil and groundwater beneath the site and it would be necessary to avoid contaminate migration pathways during piling works. There is evidence of culverts in parts of the site and a low pressure gas main in the centre of the site.

Further excavations are necessary to fully assess the site. Site mitigation measures may be required but with these in place, the site would present a low risk to people in the future. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Accessibility/ Inclusive Access – The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible going beyond the minimum requirements of Part M. This covers the access to and within the new building and associated public realm.

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All apartments and amenity spaces would be accessed via large passenger lifts which would exceed minimum standards. All primary circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs. 10% of the units would be adaptable for habitation by a disabled person and all are designed to be Part M (building regulations compliant) for visitors.

The reception area would be monitored by a 24hr concierge service. The reception area interior fit would comply with statutory requirements. The reception desk would provide compliant wheelchair access and manoeuvrability.

Socio- Economic Impacts / Human Health -The 300 homes could accommodate around 872 residents. Their expenditure would have a positive economic impact and help to sustain the economic viability of local services and facilities.

The homes would diversity the housing stock and offer variety for residents and provide a broad cross-section of population.

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

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

Construction Management - Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and better able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

The external amenity spaces, public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife corridors along the River Irwell and Irk Valley. The provision of bat boxes and bricks, bird boxes and native planting would be investigated through planning conditions.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 300 cycle spaces.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall subject to compliance with the above conditions it is considered that the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

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

- The new areas of public realm would improve user's physical and mental health;
- Promote regeneration in other areas;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions;
- It would provide job opportunities for local people

- Help to foster a sense of community including through creating opportunities for people to come together in a riverside setting and within the proposed public realm and communal areas;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Will improve legibility along Deansgate providing stronger links to existing and emerging regeneration areas to the north of the City Centre Core for pedestrians arriving in the city increase the attractiveness of routes within the Ramada SRF Area for pedestrians;
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Fire safety

The HSE has raised a number of concerns. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The issues raised in this instances are matters that should be addressed through building control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and therefore the issues are being considered early in the design process as a result of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and subsequent supplementary information will be a condition of any consent granted. On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Permitted Development - The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason. It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and

in respect of boundary treatment, remove important and high quality features from the street scene.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing through a further review at an agreed point with a mechanism to re-test the viability should there be a delay in the implementation of the proposal as explained in the paragraph with the heading 'Affordable Housing'

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to comply

The proposals would be consistent with a number of the GM Strategy's key growth priorities and would promote and support sustainable economic growth.. It would deliver a high quality building and regenerate a site which has a poor quality environment. The site is capable of accommodating a building of this scale and massing in order to deliver a viable development for a gateway location and avoid substantial harm to the setting of adjacent listed buildings or Conservation Areas.

The proposal would establish a sense of place, would be visually attractive, sympathetic to local character and would optimise the use of the site and would meet with the requirements of paragraph 130 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the report and would be sought jointly and simultaneously. The current site does not deliver these objectives and has not done for some time.

The NPPF (Paragraphs 195, 197 and 201) requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. The quality and design of the proposal would sustain the value of the key heritage assets.

The setting of the Grade I listed Cathedral and the character of the Cathedral Conservation Area is currently undermined by the sites appearance. The less than substantial harm caused to the character of the Conservation Area and setting of Listed Buildings is outweighed by the public benefits derived from the redevelopment of the site. These benefits would endure for the wider community and not just for private individuals or corporations

There is policy support for the proposals. There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the

conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 195, 197 and 201 of the NPPF and that the harm is outweighed by the benefits of the development.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation:

132088/FO/2021: Approve

132508/LO/2021: Approve subject to S 106 agreement

Article 35 Declaration

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

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

132088/FO/2021

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

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

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

(a) 150 B2 00 1000 Residential Block 2 Existing Site Location Plan and 150 B2 00 1001 Residential Block 2 Existing Site Plan;

(b) 150 B2 02 2298 Proposed Level -02 General Arrangement Plan Rev A, 150 B2 02 2299 Proposed Level -01 General Arrangement Plan Rev A, 150 B2 02 2200 Proposed Ground Floor Arrangement Plan, 150 B2 02 2201 Proposed Level 01 General Arrangement Plan Rev A, 150 B2 02 2202 Proposed Level 02 General Arrangement Plan, 150 B2 02 2203 Proposed Level 03-08 General Arrangement Plan, 150 B2 02 2209 Proposed Level 09-13 General Arrangement Plan, 150 B2 02 2214 Proposed Level 14 General Arrangement Plan, 150 B2 02 2215 Proposed Level 15 General Arrangement Plan, 150 B2 02 2216 Proposed Level 16-17 General Arrangement Plan, 150 B2 02 2218 Proposed Level 18-19 General Arrangement Plan, 150 B2 02 2220 Proposed Level 20-21 General Arrangement Plan, 150 B2 022222 Proposed Level 22-23 General Arrangement Plan, 150 B2 02 2224 Proposed Level 24-25 General Arrangement Plan, 150 B2 02 2226 Proposed Level 26 General Arrangement Plan, 150 B2 02 2227 Proposed Level 27 General Arrangement Plan, 150 B2 02 2228 Proposed Roof Level General Arrangement Plan, 150 B2 04 2200 Residential Building - Block 2 Proposed East Elevation, 150 B2 042201 Residential Building - Block 2 Proposed North & South Elevation, 150 B2 04 2202 Residential Building - Block 2 Proposed West Elevation Rev A, 150 B2 05 2200 Proposed Section AA/BB Residential Building - Block 2, 150 B2 104200, Residential Building - Block 2 Bay Study 01, 150 B2 10 4201 Residential Building - Block 2 Bay Study 02, 150 B2 10 4202 Residential Building - Block 2 Bay Study 03, 150 B2 10 4203 Residential Building - Block 2 Bay Study and 04150 B2 10 4204 Residential Building - Block 2 Bay Study 05;

(c) Dwgs 2664-PLA-RE-GF-DR-L-1000-S2-P12, 2664-PLA-RE-GF-DR-L-1001-S2-P13, 2664-PLA-RE-GF-DR-L-1002-S2-P10, 2664-PLA-RE-GF-DR-L-1003-S2-P09, 2664-PLA-RE-L01-DR-L-1009-S4-P01, 2664-PLA-RE-L01-DR-L-4003-S4-P01, 2664-PLA-RE-L02-DR-L-1005-S5-P05, 2664-PLA-RE-L02-DR-L-1007-S4-P05, 2664-PLA-RE-L02-DR-L-1008-S4-P05, 2664-PLA-RE-L02-DR-L-2001-S4-P04, 2664-PLA-RE-L02-DR-L-4001-S4-P05, 2664-PLA-RE-L02-DR-L-4002-S4-P02, 2664-PLA-RE-XX-SCH-L-0001-S2-P01, 2664-PLA-RE-GF-DR-L-4001-S2-P11, 2664-PLA-RE-L01-DR-L-1011-S2-P04, 2664-PLA-RE-L01-DR-L-1012-S2-P03, 2664-PLA-RE-L01-DR-L-2002-S2-P03, 2664-PLA-RE-L01-DR-L-2002-S2-P03 and

dwg 2664-PLA-XX-XX-SK-L-0018-00, 2664-PLA-RE-XX-DR-L-7015 S2 P01, 2664-PLA-RE-XX-DR-L-5004-Detailed Paving Area, 2664-PLA-RE-XX-DR-L-7011-Metallic Louvre Fin Balustrade F10, 2664-PLA-RE-XX-DR-L-7014-Joint Connection Details and Vision Masterplan Tree Pits - GPR Survey Overlay 30-07-21 FF stamped as received by the City Council on 08-12-21

(d) Dwg 2664-PLA-XX-XX-SK-L-0018-00 , Renaissance Manchester, Vision Masterplan Tree Pits - GPR Survey Overlay 30-07-21 FF stamped as received by the City Council on 08-12-21

(e)Waste Proforma Renaissance Residential Building dated 27-10-21(Residential only)

(f) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Statement Version B: 27th October 2021 and Avison Young's e-mail dated 05-01-22

(g) Accommodation Schedule within Section 10.1 of the Property Alliance Group / Starwood Capital Group Renaissance Site Residential Building Design & Access Statement Issue No.02 13-12-2;

(h) Sections 8.0, 10.0, 11.0, 13.0, 14.0 and 17.0 of the Property Alliance Group / Starwood Capital Group Renaissance Site Residential Building Design & Access Statement Issue No.02 13-12-21;

(i) Archaeological Desk-Based Assessment Renaissance, Deansgate, Manchester
Client: Property Alliance Group Ltd
Technical Report: Ashley Brogan Report No:2021/37 Version 1 stamped as received by the City Council on 29-10-21;

(j) Inclusions of measures and targets set out Environmental Standards and Circular Economy Statement, Renaissance, Deansgate, October 2021 by Turley Sustainability;

(k)Implementation of Broadband installation in accordance with the GTech Surveys Limited Broadband Connectivity Assessment Renaissance;

(l) Fire Statement - FS 001.2, Renaissance Residential Building, 9 December 2021 as amended by the Avison Young e-mail 06-12-21 (: Renaissance Residential - 132088 HSE Comments) in relation to relation to site layout, water supplies for firefighting purposes and access for fire appliances;

(m) Air Quality Assessment , Renaissance, Deansgate ,Client: Deansgate SOF Alliance Residential Co Ltd, Reference: 4485-2r3, Date: 21st October 2021;

(n) RENAISSANCE, DEANSGATE FLOOD RISK ASSESSMENT Shepherd Gilmour Infrastructure Ltd. Version: Rev E 03.12.2021

(o) GTech Surveys Limited, Television and Radio Reception Impact Assessment 06/09/2021;

(p) Focus, Residential Development, Renaissance, Deansgate, Manchester
Residential Travel Plan dated Oct 2021:

(q) PROPERTY ALLIANCE GROUP AND STARWOOD CAPITAL GROUP
RENAISSANCE, MANCHESTER BAT ACTIVITY SURVEY REPORT by Penny
Anderson Associates May 2021;

(r) PROPERTY ALLIANCE GROUP (PAG) AND STARWOOD CAPITAL GROUP
(SCG) RENAISSANCE EXTENDED PHASE 1 HABITAT SURVEY AND
INSPECTION OF BUILDING FOR BATS by Penny Anderson Associates March
2021;

(s) Residential Development, Renaissance, Deansgate, Manchester Transport
Statement Oct 2021by Focus

(t) Daylight and Sunlight, Amenity Impact, Assessment Report, Proposed
Residential Redevelopment Rev 01 Final stamped as received by the City Council
on 04-01-21;

(u) Phase I Geoenvironmental Site Assessment, Renaissance, Manchester,
Reference:14-261-R1-1, Date: September 2020;

(v) Environmental Statement: Proposed Residential Led Development Land to the
West of Deansgate, Manchester October 2021 (including embedded mitigation) (all
stamped as received by the City Council on the 29-10-21) comprising:

ES VOL 1 - NON TECHNICAL SUMMARY

ES Volume 2 Main Text:

Chapter 1 Introduction
Chapter 2 Approach
Chapter 3 Site Description
Chapter 4 Alternatives
Chapter 5 The Proposed Development
Chapter 6 Townscape and Visual
Chapter 7 Heritage
Chapter 8 Wind Microclimate
Chapter 9 Socioeconomics
Chapter 10 Human Health
Chapter 11 Climate Change
Chapter 12 Cumulative Impacts
Chapter 13 Summary of Mitigation and Residual Effects

and ES Volume 3 - Appendices

Chapter 1 Introduction

Appendix 1.1 EIA Competent Experts

Chapter 2 - Approach

Appendix 2.1 EIA Scoping Report

Appendix 2.2 EIA Scoping Opinion

Appendix 2.3 Revised Wind Assessment Methodology Letter

Appendix 2.4 Daylight and Sunlight Amenity Impacts

Chapter 5 - The Proposed Development

Appendix 5.1 Application Drawings Chapter 6 - Townscape and Visual

Appendix 6.1 Verified Photomontages

Chapter 7 - Heritage

Appendix 7.1 Heritage Assessment

Chapter 12 - Cumulative Effects

Appendix 12.1 Verified Cumulative Photomontages

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

3) Construction Environmental Management Plan - Circular Economy Statement(a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

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

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

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

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

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

and

(b) Submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle

impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

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

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

4) Prior to the commencement of the development, details of the "Hanging Ditch" indicative culvert investigation, and any required embedded design to protect the culvert and development (if a culvert is located by the investigation), shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- *Results of investigation including survey locations, depths, and results.

- * If the culverted watercourse is identified, details of how the development will be designed to ensure no damage to the building or culvert for the lifetime of the development.

- * Any works within or adjacent to the culverted watercourse that would affect it would require prior consent from the City Council as Lead Local Flood Authority.

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

Reason: To prevent the risk to life and property caused by inappropriate development around culverted watercourses pursuant to policy EN14 of the Manchester Core Strategy (2012).

5) Prior to occupation of the development a servicing strategy for the building, shall be submitted to and approved in writing by the local planning authority.

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

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

6) Notwithstanding the documents detailed in condition 2:

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

current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

7) No development shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority.

The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- *Display of an emergency 24 hour contact number;
- **Details of measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- *Dust suppression Methodology;
- *Compound locations where relevant;
- * Highway Dilapidation survey;
- *Details of any necessary temporary traffic management measures;

- *Location, removal and recycling of waste and loading/unloading and storage of plant, waste and construction materials;
- *Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- *Routes for construction traffic including swept path analysis;
- *A method statement to protect the River Irwell from accidental spillages, dust and debris
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Measures to protect vulnerable road users (cyclists and pedestrians); and
- *Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered: Dwgs 2664-PLA-RE-GF-DR-L-1000-S2-P12, 2664-PLA-RE-GF-DR-L-1001-S2-P13, 2664-PLA-RE-GF-DR-L-1002-S2-P10, 2664-PLA-RE-GF-DR-L-1003-S2-P09, 2664-PLA-RE-L01-DR-L-1009-S4-P01, 2664-PLA-RE-L01-DR-L-4003-S4-P01, 2664-PLA-RE-L02-DR-L-1005-S5-P05, 2664-PLA-RE-L02-DR-L-1007-S4-P05, 2664-PLA-RE-L02-DR-L-1008-S4-P05, 2664-PLA-RE-L02-DR-L-2001-S4-P04, 2664-PLA-RE-L02-DR-L-4001-S4-P05, 2664-PLA-RE-L02-DR-L-4002-S4-P02, 2664-PLA-RE-XX-SCH-L-0001-S2-P01, 2664-PLA-RE-GF-DR-L-4001-S2-P11, 2664-PLA-RE-L01-DR-L-1011-S2-P04, 2664-PLA-RE-L01-DR-L-1012-S2-P03, 2664-PLA-RE-L01-DR-L-2002-S2-P03, 2664-PLA-RE-L01-DR-L-2002-S2-P03 and dwg 2664-PLA-XX-XX-SK-L-0018-00, 2664-PLA-RE-XX-DR-L-7015 S2 P01 and Renaissance Manchester, Vision Masterplan Tree Pits - GPR Survey Overlay 30-07-21 FF stamped as received by the City Council on 08-12-21;

shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until the riverside walkway and public realm are completed.

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

(d) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(e) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(f) Lighting around and within the site (which includes for consideration of older and disabled people);

(g) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages with Victoria Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);

(h) A management and maintenance strategy for the riverside walkway and public realm including hours during which these areas would be open to non residents, how access to these areas would be managed and who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people;

(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; location of rumble strips; location of raised crossings; design and location of any pop up power supplies; provision of clear routes to ensure unrestricted access for all; and

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

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

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

9) Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. This shall include consideration of integrating the drainage strategy with the green landscaping design. Assessment demonstrating maximised integration of green SuDS components is required in-line with Manchester City Council's Climate Change Action Plan 2020-25.

*Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield runoff rates;

*An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

*Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building. This shall include surcharged outfall considerations where applicable.

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

Where surface water is connected to the River Irwell, agreement in principle from Peel is required. An email of acceptance of proposed flows and/or new connection will suffice.

For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.

Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved

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

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

(a) Verification report providing photographic evidence of construction as per design drawings;

(b) As built construction drawings if different from design construction drawings;

(c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

11) The development hereby approved shall be carried out in accordance with the targets within the Environmental Standards and Circular Economy Statement, Renaissance, Deansgate, October 2021 by Turley Sustainability and a post construction review certificate/statement shall be submitted for approval, within a

timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

12) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

13) Prior to occupation of

(a) The residential accommodation; and

(b) The ground floor commercial units

a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

14) Notwithstanding the recommendation within the Fisher Acoustics Renaissance (Residential) Manchester Environmental Noise Study October 2021 Ref:PR0657-REP05A-MPF before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and commercial / industrial noise sources and the insulation requirements and specification for service risers / lift shafts shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied.

The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB LA _{max,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq

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

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

15) Notwithstanding the recommendation within the Fisher Acoustics Renaissance (Residential) Manchester Environmental Noise Study October 2021 Ref:PR0657-REP05A-MPF before each ground floor commercial use commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units to the residential accommodation above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority.

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

The approved noise insulation scheme shall be completed before any of the approved uses commence.

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

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

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

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

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

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

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

18) (a) Before any above ground works commence details of the location of the bin store for the ground floor commercial units and riverside commercial shall be submitted to and approved in writing by the City Council as Local Planning Authority.

(b) The ground floor commercial units and riverside commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

19) Notwithstanding the TV reception survey prepared by GTech Surveys Limited, Television and Radio Reception Impact Assessment 06/09/2021, if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation

solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

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

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

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

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

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

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

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

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

22) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

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

23) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, the promotion of a sustainable and inclusive community within the development, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

24) The development hereby approved shall be carried out in accordance with the Focus, Residential Development, Renaissance, Deansgate, Manchester Residential Travel Plan dated Oct 2021:

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting Victoria Station, the Metrolink, the City Centre and areas towards the Victoria North and Great Ducie Street ;
- vii) details of cycle parking within the public realm

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

25) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

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

26) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

28) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as

amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

29) The development hereby approved shall include for full disabled access to be provided to all publically accessible areas of public realm during the hours that it is open to the general public and via the main entrances and to the floors above.

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

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

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

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

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

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

This shall include the following:

(a)Details of the loading bay/ taxi drop off

- (b) loading bay/cycle lane arrangements
- (cb) Location of an additional city car club space;
- (d) Details and location for visitor cycle parking;
- (e) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points; and
- (f) Amendments to the existing TROs and bus stop locations / routes;

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

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

33) The development shall be carried out in accordance with the Crime Impact Statement Version B: 27th October 2021 and Avison Young's e-mail dated 22-12-21 ;. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

34) The proposed communal uses hereby approved within level 01 and Ground Floor Plan as shown in Dwgs 150 B2 02 2201 and 150 B2 02 2200 A stamped as received by the City Council on 14-12-21 shall be ancillary to the residential use of the building and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

35) Prior to the first occupation of the car park, a car park management plan (including details of the location of the 12 7Kw EV enabled spaces and evidence that the remaining 24 spaces will have the necessary infrastructure in place (power etc) to enable their future operation as 7Kw EV enabled - Dwg 150 B2 02 2298 A stamped as received by the City Council on 14-12-21 and as detailed in Avison Young's e-mail dated 22-12-21) (provided that sufficient power can reasonably be made available) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented and spaces remain available for as long as the development is occupied.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

Reason - To ensure that management arrangements are in place for the car parking and its access pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012)

36) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

37) In the event that any of the commercial units, as indicated on drawing 150 B2 02 2200 A (stamped as received by the City Council on 14-12-2) are occupied as an restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

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

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

- *Details of a Dispersal Procedure

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

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

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

38) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

39) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local

Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first occupation of the residential element, the 300 bicycles is proposed in level -01 of the Deansgate car park shall be implemented in accordance with drawing 150 B2 02 2201 A stamped as received by the City Council, as Local Planning Authority, on the 14th December 2021 and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

41) No development shall take place until the following detail for flood risk has been submitted to and approved in writing by the Local Planning Authority:

- *An evacuation plan and strategy for access and egress.

- *A full site plan detailing the procedure(s) which would be undertaken in the event of a flood occurring and the car parking area (Level -02) becoming inundated; to ensure it can be quickly brought back into use to serve the development.

- *Evidence of EA consultation on flood storage compensation.

- *The development shall be constructed in accordance with the embedded design for flood resilience and resistance in the Flood Risk Assessment C1504-20210058 Version Rev E dated 03 December 2021.

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

42) Notwithstanding the recommendations within the Air Quality Assessment , Renaissance, Deansgate , Client: Deansgate SOF Alliance Residential Co Ltd, Reference: 4485-2r3, Date: 21st , before the development is first occupied final details of the clean air filters which are to be installed withing the residential properties within the development including their location, type, specification and maintenance requirements shall be submitted and approved in writing by the City Council as local planning authority.

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

43) In relation to relation to site layout, water supplies for firefighting purposes and access for fire appliances, the development shall be implemented in accordance with

the Fire Safety Measures set out in the Fire Statement - FS 001.2, Renaissance Residential Building, 9 December 2021 as amended by the Avison Young e-mail 06-12-21 (: Renaissance Residential - 132088 HSE Comments) (subject to Buildings Regulations and other required safety sign off);

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

44) Notwithstanding the details set out within condition 2 the development shall be implemented in accordance with the specifications detailed within the RENAISSANCE, DEANS GATE FLOOD RISK ASSESSMENT Shepherd Gilmour Infrastructure Ltd. Version: Rev E 03.12.2021

For avoidance of doubt the specifications for adherence to are as follows:

Level -02 remains a car park only with no uses associated with residential dwellings

Level -02 remains an open structure enabling the free flow of any flood water

The Finished Floor Level (FFL) of Level -01 is set no lower than 28.810 above ordnance datum (currently set at 28.810m)

The development is constructed with flood resilient techniques integrated as required

Reason : To reduce the risk of flooding to the proposed development and its future users pursuant to Core Strategy Policies EN08 and EN14.

45) Prior to the occupation of the development final details of the layout and appearance of the riverside commercial units as shown in Dwg 2664-PLA-RE-L02-DR-L-1005 S4 P05 shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the approval is on the basis that the units shown within dwg are single storey units and are fully accessible.

Reason: in order to ensure a satisfactory development pursuant to Core Strategy Policies DM1 and SP1.

46) Prior to their first use of the riverside commercial units as shown in dwg 2664-PLA-RE-L02-DR-L-1005 S4 P05 the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

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

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

*Details of a Dispersal Procedure

*Hours of operation

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

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

Informatives

1) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

2) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

3) Given the proximity of the site to a water body, the applicant is advised to agree a detailed Water Safety Impact Statement and Risk Assessment with the Manchester Water Safety Partnership. Contact Alex King: alex.king@cityco.com.

4) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

5) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

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

7) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

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

9) The river wall survey identified outfalls into the River Irwell. These may indicate uncharted drainage assets beneath an existing building that is to be retained as part of the development. We recommend the applicant surveys these potential assets to establish their extent and condition, for the benefit of the existing building, and that remedial work is taken if necessary. We recommend the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

10) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

11) It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

132508/LO/2021

Conditions

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

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

(a) Dwgs MP 02 2000 Existing Site Location Plan; and MP 02 1000 Site Location Plan

(b) Dwgs MP 04 3200, MP 04 1002 and MP04 1001; and

(c) Dwgs 2664-PLA-RE-XX-DR-L-5004-Detailed Paving Area; 2664-PLA-RE-XX-DR-L-7011-Metallic Louvre Fin Balstrade F10; and 2664-PLA-RE-XX-DR-L-7014-Joint Connection Details

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies CC9, EN3 SP1 and DM1 of the Core Strategy, saved policies DC19.1 and Sections 12 and 16 of the National Planning Policy Framework.

3) Notwithstanding the details approve within condition 2 before any works in relation to each of the following items commence the following shall be submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Final details and methodology for the formation and making good of the opening within the bridge; and

(b) Fixings into the bridge to facilitate the new access;

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