



10-12 Whitworth Street West Addendum Planning Statement

October 2022

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1. Introduction

Introduction

- 1.1 This Addendum Planning Statement (the ‘Statement’) accompanies an application for Minor Material Amendments to the approved plans and documents listed under Condition 2, and variations to the wording of the new condition added to the permission (as amended by 132193/NMC/2021), 7, 8, 9, 11, 13, 17, 18a, 19, 21, 29 and 30 of Planning Permission Ref.: 111003/FO/2016/C1 (as amended by Non-Material Amendment Refs.: 115544/NMC/2017, 123234/NMC/2019, 128109/NMC/2020, 129701/NMC/2021, 132193/NMC/2021 and 134907/NMC/2022) in respect of 10-12 Whitworth Street West.
- 1.2 The description of development, as set out on the Application form is as follows:
- “Application for Variation of Condition to the approved plans and documents listed under Condition 2, in addition to variation of Condition 7, 8, 9, 11, 13, 17, 18a, 19, 21, 29 and 30 of Planning Permission Ref.: 111003/FO/2016/C1 (as amended by Non-Material Amendment Refs.: 115544/NMC/2017, 123234/NMC/2019, 128109/NMC/2020, 129701/NMC/2021, 132193/NMC/2021 and 134907/NMC/2022) to reflect conditions discharged and amended.”*
- 1.3 The updates to the wording of condition 2 are required to reflect design changes. All other condition amendments are to reflect the conditions that have been discharged to date, or where an amendment to the information previously discharged needs updating because of the design changes.
- 1.4 This Addendum Statement explains the extent and rationale for the proposed amendments and assesses them against key planning considerations. It should be read together with the approved planning documents, which provide further details of the application site and context, development proposals planning policy context and site-specific issues.
- 1.5 The application is submitted to Manchester City Council by Vision Manchester Limited (the ‘Applicant’).

Planning Background

- 1.6 On 11th April 2016, the Planning Permission (supported by an Environmental Impact Assessment (‘EIA’)) was granted for the development of 10-12 Whitworth Street West through 111003/FO/2016/C1.
- 1.7 The description of development for Planning Permission ref. 111003/FO/2016/C1 is as follows:
- “Demolition of existing building at 10-12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated resident's services, facilities and communal spaces, servicing, highways, public realm and other associated works.”*
- 1.8 Since approval, the demolition works have been carried out and all conditions precedent have been discharged on the permission, as amended. This has therefore resulted in the permission being implemented.
- 1.9 Amendments to this permission have been agreed through previous non-material amendment applications as follows:
- 115544/NMC/2017 – design changes were agreed that allowed for minor refinements to lower external elevation, revisions to the roof top amenity area, revised cladding details, omission of windows at ground and first floor east and west elevations, replacement door, adjusted fence line, together with internal alterations including the omission of the basement, increase in

number of cycling spaces, revisions to refuse area, alterations to lifts, and revisions to ground and first floor amenity areas.

- 123234/NMC/2019, 128109/NMC/2020, 129701/NMC/2021, 132193/NMC/2021 and 134907/NMC/2022 – adding a condition and amending the timescales to allow for the submission of the building contract. This was agreed with the Local Planning Authority to ensure that the implemented permission does not remain extant indefinitely.

- 1.10 The changes to the building, as set out in this application, are in line with the original planning permission and is considered to improve the quality of the internal spaces and the external appearance of the building. The proposed amendments will make sure that the regeneration benefits of the Proposed Development are fully realised once operational.

Proposed Amendments

- 1.11 Following a review of the scheme by the new owners, physical changes are required to the approved scheme and therefore necessitates an amendment application to be submitted for formal agreement.
- 1.12 The proposed amendments relate to internal and external changes, which seek to reconfigure the scheme and improve its overall appearance and deliverability, summarised as follows:
- Repositioning the lift core, the elevational treatment of the southern façade matches the north façade – the blank lift core elevation is no longer visible. Internal layouts have been updated accordingly.
 - The ground floor entrance to the building to be repositioned to the east to align with the new location of the lift core and co-ordinate the design of the lobby areas. Additional entrance to commercial unit has been added to the west. All doors now to be 2.4m double doors.
 - The rooftop pavilion is to be altered to accommodate the new position of the lift core and apartments have been relocated to the rooftop. Amenity space will be provided on the second floor of the development.
 - Reducing the floor-to-floor heights and an additional floor but with no increase in the overall height of the development. This has allowed the inclusion of larger apartments and 2 no. guest rooms and 2 no. 1 beds to become 2 no. 2 beds and 2 no. 3 beds within the existing envelope. The overall number of apartments remains the same following this change and the relocation of apartments between the roof level and second floor.
 - Reducing the depth of the picture frame to the south by 600mm (to 300mm) following consultation with Network Rail and their exclusion zones.
- 1.13 The original planning application submitted in 2015 and the NMA in 2016 was for a ground plus 35 storey development, which included a double height amenity space at the roof. The current proposal has moved the amenity to the second floor and put duplex penthouses at the top, so this accounts for one additional floor.
- 1.14 The typical floor to floor heights have been reduced by 50mm and a second additional storey with accommodation has been included. The overall height and apartment numbers remain as per the original application. There is no increase in the overall number of apartments included in the original scheme and the overall amount of amenity space as approved is retained within the development. The proposed quantum of development is therefore broadly consistent with the approved scheme.
- 1.15 In summary, the changes relate to the building appearance to improve the quality of the development overall and improving the efficiency of the internal layout. It is considered that the proposed amendments will make the building more appealing to residents by providing more generously sized apartments.

- 1.16 Full details of the amendments are contained in Scheme Changes document prepared by JMA and reflected on the drawings as submitted in support of this application.

Pre-Application Consultation

- 1.17 This application is submitted following pre-application consultation with officers at Manchester City Council regarding the principles of the proposed amendments and the planning mechanism to be used.
- 1.18 Discussion with the Local Planning Authority (LPA) has confirmed support in-principle for the revised proposals. It has been agreed that the planning mechanism that should be used for handling the changes is an application under Section 73 of the Town and Country Planning Act 1990, to amend Planning Permission ref. 111003/FO/2016/C1 (as amended).
- 1.19 In line with EIA Regulations (2017), a Screening and Scoping EIA Request letter was submitted, accompanied by a location plan identifying the land in question, a description of the nature and purpose of the proposed amendments and an assessment of the possible effects on the environment, over and above those previously considered.
- 1.20 In summary, the amendments are not considered to result in a significant change to the conclusions of the original EIA, in line with Planning Practice Guidance (Paragraph: 033 Reference ID: 4-033-20170728).
- 1.21 However, given that there is a reasonable amount of time since the original approval, an update to the EIA is set out in an EIA Addendum. This is to detail the assessment of the respective EIA consultants and robustly confirm that there are no significant impacts beyond those originally retested or provide mitigation measures that may be required.

Application Documentation

- 1.22 This Addendum Planning Statement should be read alongside the originally approved documents listed under Condition 2 of Planning Permission Ref. 111003/FO/2016/C1 (as amended). Amendments are also proposed to the wording of new additional conditions 29 and 30 (amended by 132193/NMC/2021), 2, 7, 8, 9, 11, 13, 17, 18a and 21. All other conditions attached to the permission have now been consolidated and updates are reflected within Appendix B.
- 1.23 In addition to this Statement, the following documents have been submitted with this Minor Material Amendment (S.73, variation of condition) application to agree the amended details:
- Planning Application form, agricultural holdings certificate and ownership certificate B.
 - Application red-line boundary plan prepared by JMA;
 - Revised elevations, plans and sections prepared by JMA;
 - Design changes summary prepared by JMA;
 - EIA Addendum prepared by Deloitte supported by the following technical appendices:
 - Construction Management Plan prepared by Russell's Construction (Appendix A of EIA Addendum)
 - Acoustic Technical Note prepared by Fisher Acoustics (Appendix B of EIA Addendum);
 - Wind Microclimate Assessment prepared by Urban Microclimate (Appendix C of EIA Addendum); and
 - Daylight and Sunlight updated assessment prepared by Watts (Appendix D of EIA Addendum).

Document Structure

- 1.24 The remainder of this Addendum Statement is structured as follows:
- Section 2 – provides a more detailed description of, and rationale for, the proposed amendments.

- Section 3 – assesses the proposed amendments against the approved application documents, including the EIA (covered by the EIA Addendum), and key planning policy and material considerations.
- Section 4 – concludes by summarising the case for the grant of Planning Permission.

2. Proposed amendments and Rationale

Introduction

- 2.1 This section explains the proposed amendments and rationale for the changes. It should be read alongside the revised plans, elevations and sections prepared by JMA, which highlight the proposed changes.
- 2.2 The project is now proposed to be delivered by Russell's Construction, who have entered into a Pre-Contract Service Agreement ('PCSA') to review the details of the proposals and assist with the project being put out to tender. An updated Construction Management Plan has been prepared and is submitted with this application to consider how the revised proposals will be delivered physically on Site.

Proposed amendments

- 2.3 The amendments proposed to the building are as follows:
- Repositioning the lift core, the elevational treatment of the southern façade matches the north façade – the blank lift core elevation is no longer visible. Internal layouts have been updated accordingly.
 - The ground floor entrance to the building to be repositioned to the east to align with the new location of the lift core and co-ordinate the design of the lobby areas. Additional entrance to commercial unit has been added to the west. All doors now to be 2.4m double doors.
 - The rooftop pavilion is to be altered to accommodate the new position of the lift core and apartments have been relocated to the rooftop. Amenity space will be provided on the second floor of the development.
 - Reducing the floor-to-floor heights and an additional floor but with no increase in the overall height of the development. This has allowed the inclusion of larger apartments and 2 no. guest rooms and 2 no. 1 beds to become 2 no. 2 beds and 2 no. 3 beds within the existing envelope. The overall number of apartments remains the same following this change and the relocation of apartments between the roof level and second floor.
 - Reducing the depth of the picture frame to the south by 600mm following consultation with Network Rail and their exclusion zones.
- 2.4 In addition to specific design changes set out above, a further extension to the timescales for the submission of a building contract is required. Following the PCSA, additional time is required to cost and agree the contract prior to starting on Site.
- 2.5 Each of the changes are broadly interrelated, having consequential effects on one another, with the primary change driven by the repositioning of the lift core. The changes are described under the headings in more detail below.

Repositioning the lift core

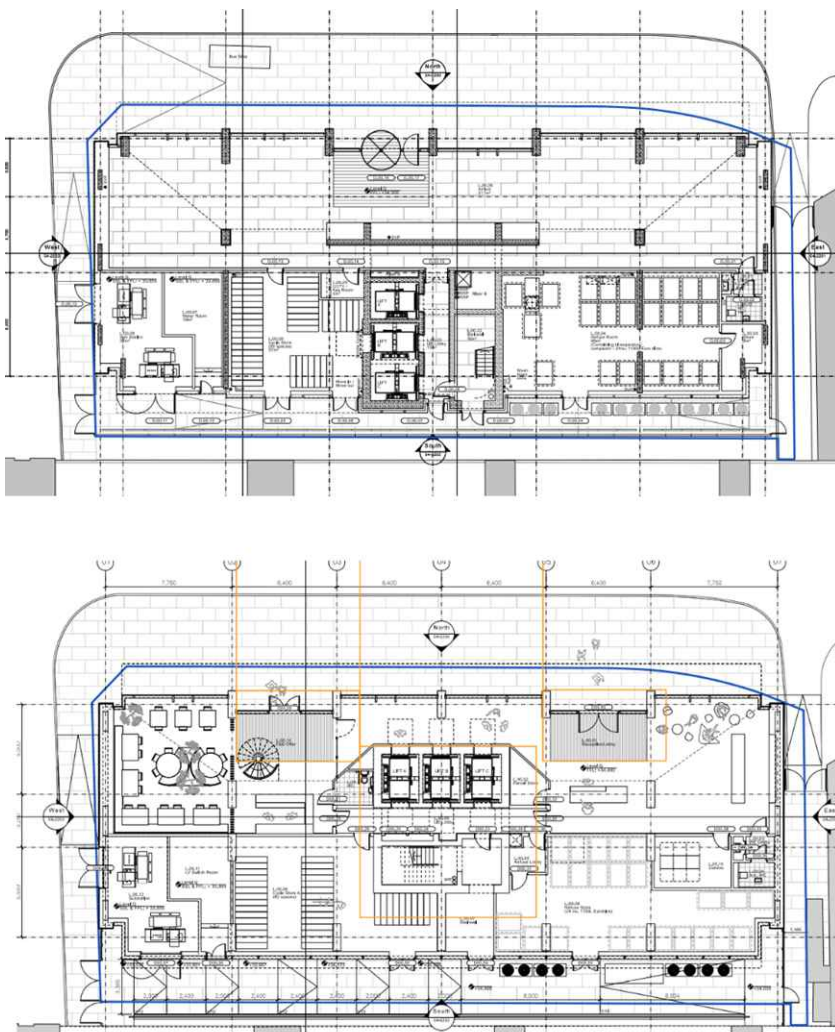
- 2.6 The original design proposed that the lift core sat against the southern elevation and the reason for this was due to this being the closest elevation to the railway line and was south facing. There can be issues with a south facing elevation taking in too much direct sunlight and therefore making the internal temperatures difficult to control.

- 2.7 However, since the original approval glazing specification and spandrel panels are an appropriate mitigation measure for controlling internal temperatures, along with high performance mechanical heating and cooling ventilation recovery systems. This helps to balance the solid and clear elements of the façade to ensure that the internal comfort within the properties can be efficiently controlled.
- 2.8 The repositioning of the lift core also allows for a more efficient internal layout of residential apartments on each floor and allows for several different arrangements to be provided. This is highlighted below in a relevant floorplan that highlights this change. The overall effect is allowing the scheme to have larger apartment sizes to maximise the flexibility of the space for tenants.

Ground floor entrances and layout

- 2.9 As the lift core has moved centrally within the floorplate, the ground floor layout has been altered to provide a more generous lobby area for the residential reception area and a separate entrance for the ground floor food and beverage unit, also located on the ground floor.
- 2.10 To allow for this, the previously approval centrally located revolving door has been removed and two new entrances have been provided either side of the original entrance. The entrance for residents has been provided to the west of the original location and a new entrance to the ground floor commercial room its currently approved central location.

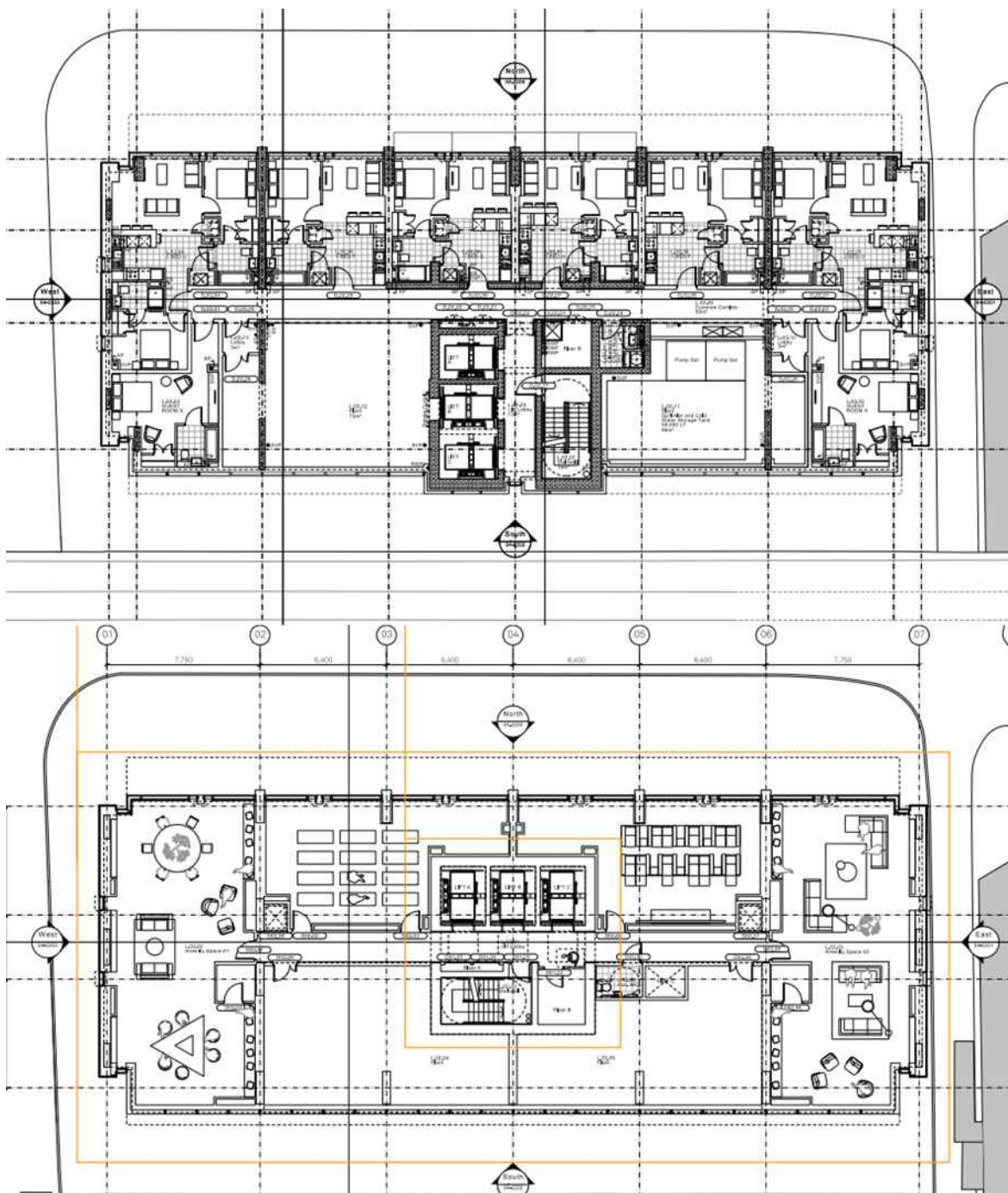
Figure 1 – Approved Ground Floor (Top) and Proposed Ground Floor (bottom)



Rooftop pavilion and 2nd floor amenity space

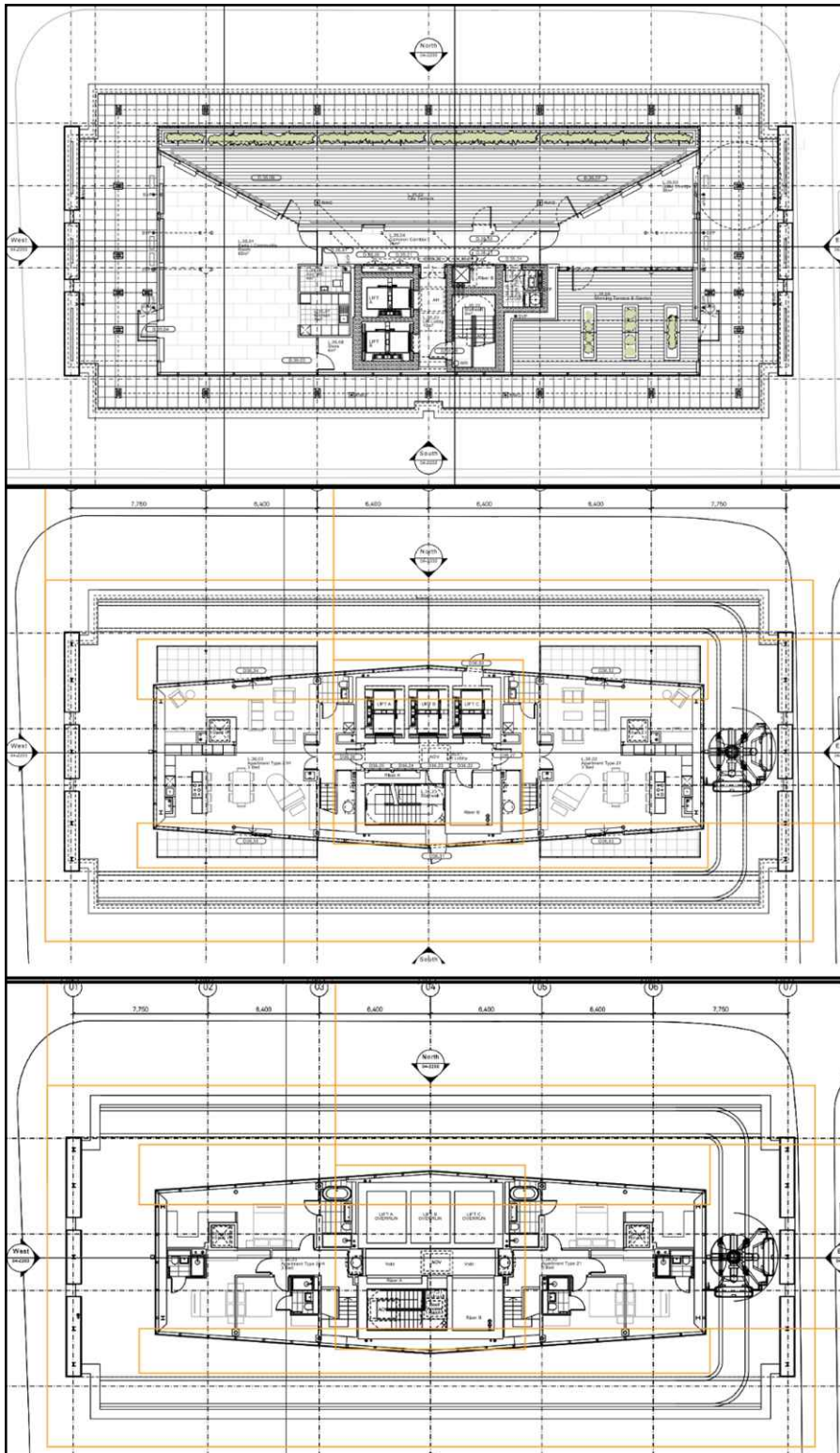
- 2.11 The rooftop pavilion has been amended to now include 2 no. duplex apartments, rather than the amenity space for residents. Additional amenity space is instead provided on the second floor of the development, which previously provided 6 no. apartments.
- 2.12 This allows for the overall number of apartments and overall residential amenity areas to remain consistent with the approved scheme. However, the proposals will allow the penthouse areas to achieve premium rents compared to those that would instead be located on the 2nd floor of the development.

Figure 2 – Approved (top) and Proposed 2nd floor layout (bottom)



2.13 To accommodate the additional 2 no. apartments within the rooftop pavilion change, there have been minor tweaks to the design and appearance of the rooftop pavilion. For example, a BMU to clean the façade is now provided around the perimeter of the rooftop and balconies are now provided to the 2 no. penthouse apartments.

Figure 3 – Approved double height amenity (top) and Proposed apartments (middle and bottom) rooftop pavilion layout



Reducing floor to floor heights and inclusion of additional floor at level 35

- 2.14 The height of all floors within the building has reduced from 3m floor to floor height to 2.950m. In addition, an alteration of the plant previously approved on level 19 has allowed the floor-to-floor height to reduce at this level from 4.5m to 2.950m. Additional plant areas are now provided on levels 2 and 3 within the building and additional rooftop plant, which is set back to minimise any further impact on the visual appearance and height of the building.
- 2.15 Due to this reduction in floor-to-floor heights across the full extent of height in the building, it has been possible to include an additional floor of apartments on level 35 without increasing the overall height of the building. This provides two floors at penthouse level which was previously a double height amenity space.
- 2.16 These apartments provided, in addition to those now provided within the rooftop pavilion area, replace those apartments that have been omitted from level 2 of the proposed development. This allows the overall number of apartments within the revised scheme to be consistent with the approved development.

Reducing the picture frame depth

- 2.17 The Approved Development has a defined 'picture frame' around the edge of the façade on the northern and southern elevations, which projects out from the elevations.
- 2.18 However, due to constraints presented by the railway line to the south of the building, primarily restricted due to clearance needed to maintain the railway line, the picture frame depth on this elevation has had to be reduced by 600mm. This change still allows for the pronounced architectural element to be part of the design but simultaneously removes the risk of impacting the railway infrastructure.

Section 73 Procedure

- 2.19 It has been agreed with the Local Planning Authority that the Proposed amendments to the approved scheme as outlined above are minor material.
- 2.20 The proposed amendments are therefore submitted for consideration via an application to substitute drawings and submit Addendum Statements to the documents listed in Condition 2 of Planning Permission Ref. 111003/FO/2016/C1 (as amended) using the procedure set out in Section 73 of the Town and Country (Planning) Act 1990 (as amended).
- 2.21 For ease of reference, Condition 2 is set out in Appendix B to this Statement along with revisions to each condition that has previously secured discharge of planning conditions. Table 2.1 sets out the originally approved drawings and documents, the revisions approved under the original application and as amended by subsequent non-material amendment application and the proposed substitute drawings and documents.

Table 2.1: Application Drawings and Documents

Current Approved Plans / Documents (Ref.: 111003/FO/2016/C1 (as amended))	Proposed Drawing References and Documents
Floorplans	
05247_B1_02_2200 Revision N	05247_B1_02_2200 Revision AE
05247_B1_02_2201 Revision L	05247_B1_02_2201 Revision AA
05247_B1_02_2202 Revision M	05247_B1_02_2202 Revision AC
05247_B1_02_2203 Revision K	05247_B1_02_2203 Revision W
N/a – new drawing	05247_B1_02_2204 Revision AC
05247_B1_02_2205 Revision F	Drawing removed

Floorplans

05247_B1_02_2200 Revision N	05247_B1_02_2200 Revision AE
05247_B1_02_2201 Revision L	05247_B1_02_2201 Revision AA
05247_B1_02_2202 Revision M	05247_B1_02_2202 Revision AC
05247_B1_02_2203 Revision K	05247_B1_02_2203 Revision W
N/a – new drawing	05247_B1_02_2204 Revision AC
05247_B1_02_2205 Revision F	Drawing removed

Current Approved Plans / Documents (Ref.: 111003/FO/2016/C1 (as amended))	Proposed Drawing References and Documents
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N/a – new drawing	05247_B1_02_2215 Revision AB
05247_B1_02_2219 Revision M	05247_B1_02_2219 Revision AB
05247_B1_02_2220 Revision D	05247_B1_02_2220 Revision D
05247_B1_02_2222 Revision B	05247_B1_02_2222 Revision B
05247_B1_02_2235 Revision N	05247_B1_02_2235 Revision AE
N/a – new drawing	05247_B1_02_2236 Revision Z
05247_B1_02_2237 Revision I	05247_B1_02_2237 Revision W
N/a – new drawing	05247_B1_02_2238 Revision V
N/a – new drawing	05247_B1_12_2200 Revision E

Elevations

05247_B1_04_2200 Revision K	05247_B1_04_2200 Revision S
05247_B1_04_2201 Revision K	05247_B1_04_2201 Revision S
05247_B1_04_2202 Revision J	05247_B1_04_2202 Revision S
05247_B1_04_2203 Revision K	05247_B1_04_2203 Revision R
05247_B1_05_2201 Revision F	Drawing removed

Detailed Bay Studies

n/a – new drawing	05247_B1_10_4201 Revision G
n/a – new drawing	05247_B1_10_4202 Revision H
n/a – new drawing	05247_B1_10_4204 Revision H
n/a – new drawing	05247_B1_10_4205 Revision G
n/a – new drawing	05247_B1_10_4206 Revision H
n/a – new drawing	05247_B1_10_4207 Revision G
n/a – new drawing	05247_B1_10_4209 Revision F

Approved Documents

Whitworth Street Supplementary DAS dated 01 March 2017	DAS Addendum - 05247_Planning Comparison 11 July 2022
Planning Statement Addendum dated October 2018	Planning Addendum dated October 2022
EIA Addendum (Volume 1, 2 and Non-Technical Summary) dated June 2015	As above - updated by the EIA Addendum dated October 2022, including technical appendices
Statement of Community Involvement prepared by Deloitte Real Estate	No change.
Energy Strategy prepared by Hilson Moran	No change.
Environmental Standards Statement prepared by Hilson Moran	No change.
Air Quality Assessment prepared by Hilson Moran	No change.
Extended Phase 1 Habitat Survey & Baseline Ecological Impact Assessment prepared by Cameron Crook and Associates	No change.
Crime Impact Statement prepared by Greater Manchester Police	No change.
Transport Statement / Assessment and Addendum July 2015 prepared by Aecom	No change.

Current Approved Plans / Documents (Ref.: 111003/FO/2016/C1 (as amended)) **Proposed Drawing References and Documents**

Travel Plan Framework by Aecom	No change.
Baseline Television Signal Survey & Television Reception Impact Assessment prepared by G-tech Surveys	No change.
Flood Risk Assessment and Drainage Strategy by RoC Consulting	No change.
Residential Securities Management Framework	No change.
Phase 1 Desktop Study	No change.

Documents approved by condition discharge

Construction Management Plan and Construction Environmental Management Plan and Appendices for Planning Application dated 10th October 2017 (Rev:6) prepared by Kier	10-12 Whitworth Street West Construction Management Plan Rev02 prepared by Russell WBHO (Appendix A of EIA Addendum)
10 to 12 Whitworth Street West Storage and Refuse Disposal Report dated 30 June 2016 prepared by 5Plus Architects	No change – to remain as previously discharged.
10-12 Whitworth Street West Access and Servicing Strategy	No change – to remain as previously discharged.
10-12 Whitworth Street West Storage and Refuse Disposal Report	No change – to remain as previously discharged.
10-12 Whitworth Street West Residential Management Strategy	No change – to remain as previously discharged.
10-12 Whitworth Street West – Phase 2 Site Investigation	No change – to remain as previously discharged.
10-12 Whitworth Street West – Secure by Design checklist tracker	No change – to remain as previously discharged.
Planning Materials Schedule, Façade Specification and Sample Mock up	No change – to remain as previously discharged.

New documents submitted for approval

N/a – new document	E3P Geo-environmental Summary and Material Classification, Whitworth Street, dated July 2022.
N/a – new document	Remediation Strategy, Whitworth Street West, prepared by E3P dated July 2022.
N/a – new document	Acoustic Strategy prepared by Fisher Acoustics (Appendix B of EIA Addendum).
N/a – new document	Environmental Noise Study prepared by Fisher Acoustics (Appendix B of EIA Addendum).
N/a – new document	Wind Microclimate Assessment dated August 2022 (Appendix C of EIA Addendum).
N/a – new document	Daylight and Sunlight Assessment prepared by Watts (Appendix D of EIA Addendum).

2.22 The full revised wording of Condition 2, and other conditions that have since been discharged with the relevant information, are set out in Appendix B to this Planning Statement Addendum.

3. Key Planning Considerations

Introduction

- 3.1 This section considers and assesses the proposed amendments in the context of the approved scheme and key planning issues presented at the time of consideration of the original planning application.
- 3.2 Where appropriate, input into this section has been provided by the technical consultants who prepared the original assessments following a detailed review of the proposed amendments.

Application Documentation Changes

- 3.3 The following section reviews the application documents / technical assessments submitted with the approved application in light of the proposed amendments to the scheme.

Table 3.1: Material impact of amendments on approved Application Documents listed in Condition 2

Document	Effect of changes
Plans	
Red line boundary plan	No change – the red line boundary is not affected by the proposed amendments.
Existing site plan, proposed scheme plans, elevations and sections prepared by JMA	No change to the existing site plan. The proposed drawings will be amended to reflect minor material amendments as set out within the application as set out in Table 2.1 (Section 2) of this report.
Non-EIA Documents	
Supporting Planning Statement prepared by Deloitte Real Estate	As updated by this Addendum Planning Statement, the positive contribution that the development will make to its immediate location, the Regional Centre and wider City Region remains unchanged. The development will continue to deliver a high-quality residential development will contribute to the ongoing regeneration of this part of the City Centre on a brownfield site.
Design and Access Statement prepared by JMA	Overall, the design philosophy, approach and building access arrangements remain substantially unchanged. No further addendum is required to the Design and Access Statement, with the changes to the Proposed Development set out and justified in this Planning Statement Addendum

Document	Effect of changes
	that explains the proposed design amendments and how they will maintain the high quality of the approved scheme. Changes to the Site Waste Management Strategy, which was included in the original Design and Access Statement and has been subsequently discharged by Condition 13, are summarised in this Planning Statement Addendum. The waste chutes have been removed from the scheme due to maintenance concerns.
Statement of Community Involvement prepared by Deloitte Real Estate	Through pre-application discussions it has been agreed by MCC that the proposed amendments are considered to comprise a S.73 application due to the changes going beyond the ambit of what is typically considered a non-material change. A statutory consultation process will take place following submission of this application.
Energy Strategy prepared by Hilson Moran	No change. The proposed development will remain compliant with the requirements of Planning Policy and Part L 2013 regarding environmental performance, achieved through insulated walls, high performance glazing, low air permeability and MHVR system. Whilst there may be minor alterations to Part L performance, these are expected to be negligible. The development will also benefit from an all-electric system and therefore can benefit from a decarbonising grid.
Environmental Standards Statement prepared by Hilson Moran	No change. The proposals represent an efficient use of energy and passive solar gain, highly sustainable in terms of location, reducing water consumption, improving air quality, and minimising construction and operational waste. The original report therefore remains valid.
Air Quality Assessment prepared by Hilson Moran	No changes to any element of the scheme that would impact air quality on nearby sensitive receptors, nor the new receptors introduced on site, and therefore the original report remains valid. Whilst more recent baseline data for the Site is available, air quality conditions have broadly improved at the site location since the assessment in 2015.
Extended Phase 1 Habitat Survey & Baseline Ecological Impact Assessment prepared by Cameron Crook and Associates	No changes to any element of the scheme that would impact ecological receptors and therefore the original report remains valid. The site has been cleared for redevelopment.
Crime Impact Statement prepared by Greater Manchester Police	No material changes are proposed to the scheme that would require the Crime Impact Statement to be updated. The relevant planning condition has been partially discharged and the information agreed by way of condition is submitted with this application.

Document	Effect of changes
	There is a condition attached to the permission requiring submission of Secure by Design Accreditation being awarded prior to works completing.
Transport Statement / Assessment and Addendum July 2015 prepared by Aecom	No material changes that would impact the transport element of the scheme and therefore the original report remains valid. The development remains car free given the highly sustainable location and the vehicular trips are anticipated to be consistent with the scheme previously assessed. Whilst the baseline trip figures have changed since the original approval, overall traffic volumes in the city since 2016 have been reducing.
Travel Plan Framework by Aecom	No material changes to the framework principles and the efficacy of the Travel Plan needs to be submitted by condition discharge prior to operation of the development.
Baseline Television Signal Survey & Television Reception Impact Assessment prepared by G-tech Surveys	No changes to the height or massing of the proposals and therefore the previous results remain valid. A final TV reception survey is to be provided by way of condition discharge once the building tops out to appreciate the impact of the scheme overall.
Flood Risk Assessment and Drainage Strategy by RoC Consulting	No material changes. Details of drainage is a planning condition requirement, which needs to be approved by the Local Planning Authority prior to commencement of works beyond the superstructure on Site.
Residential Securities Management Framework	No material changes. There is a need to submit a detailed residential management strategy by way of planning condition prior to the development commencing operationally.
Phase 1 Desktop Study	No material changes.
EIA Documents	
EIA Introductory Chapters prepared by Deloitte	No changes other than those described in this Statement.
Construction Management prepared by Inhabit	An initial construction management plan was approved as part of the condition discharge process prior to demolition taking place on Site, prepared by Kier. Russell's Construction are now proposed to be the principal contractor for the development and have therefore prepared an updated CMP (Appendix A of the EIA

Document	Effect of changes
	Addendum), which is to be reflected in the new wording for Condition 19.
Heritage and visual impact prepared by SLHA	Due to the changes to the southern elevation of the building, Heritage Architecture have reviewed the proposals and have provided a qualitative assessment of the impact on the scheme and nearby designated and non-designated heritage assets, as set out below in this Statement.
Noise prepared by Fisher Acoustics	Updated background noise surveys have been prepared to inform the façade and glazing requirements for the building elevations. A technical note has been produced by Fisher Acoustics to clarify the required compliance and technical rating of the façade. This technical note is appended to this Planning and EIA Statement Addendum and should be referenced in the revised wording of Condition 21 to ensure compliance can be achieved adopted with Noise and AVO MCC Guidance. This acoustic approach to the building and the requirements for compliance have been agreed with MCC's Environmental Health Department prior to submission. This technical assessment (Appendix B of EIA Addendum) is in line with the relevant guidance and is referenced in revised wording of Condition 21, which has been previously discharged based on an alternative acoustic report.
Sunlight, daylight and overshadowing prepared by Watts	An updated sunlight, daylight and overshadowing study has been prepared by Watts, as set out in the EIA Addendum, to consider the effects of the revised scheme on the basis that the surrounding context has changed regarding daylight and sunlight receptors. This confirms that there is a non-significant impact on now constructed sensitive receptors. In addition to the summary of impacts associated with the revised proposals on newly introduced receptors set out in this Statement, a summary of policy, legislation and a full quantification of impacts based on the results is appended (Appendix C of EIA Addendum).
Wind microclimate prepared by Urban Microclimate	An updated wind microclimate study has been prepared by Urban Microclimate to consider the effects of the revised scheme on the basis that the surrounding context has changed. This technical assessment is appended to the EIA Addendum (Appendix D of EIA Addendum) and confirms that there is no material difference in the previous assessment compared to the revised scheme.

Planning Policy and Material Considerations

Local Planning Policy – the Development Plan

- 3.4 There has been no change in local planning policy since the Planning Permission was granted. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document for Manchester.
- 3.5 Overall, it is considered that the nature of the proposed minor material amendments to the approved scheme means that it remains in full accordance with the key spatial principles of the Core Strategy, which is set out below against each relevant policy.

Manchester Core Strategy (adopted 2012), Saved UDP Policies (1995) and Supplementary Planning Documents

- 3.6 **Policy CC3 Housing** – The proposed scheme will deliver 327 new homes to the market in Manchester City Centre in accordance with Policy CC3, which is expected to see most new housing development.
- 3.7 **Policy CC6 City Centre High Density Development** – The proposed scheme will deliver a high-density development that is reflective of its highly sustainable location and maximise the efficient use of land. It is considered that the density of development proposed, consistent with the original approval, reflects the city centre context.
- 3.8 **Policy CC9 Design and Heritage Design** – The proposed amendments will enhance the overall design quality of 10-12 Whitworth Street West by having due regard to scale, height, massing, alignment material and use with a contemporary architectural idiom. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area. The proposals will deliver a high-density development which will enhance the architectural and urban qualities surrounding the Site.
- 3.9 **Policy CC10 A Place for Everyone** – the units within the development will provide a mix of one-, two- and three-bedroom apartments that will appeal to a wide range of people including young professionals, new family units, downsizing occupants, and couples.
- 3.10 **Policy EN1 Design Principles and Strategic Character Areas** – The proposed amendments are will not result in any significant changes to the design that will affect the character of the immediate area. The approved Design and Access Statement and updated Design Changes summary document prepared by JMA demonstrate the urban design and environmental analysis that has underpinned the evolution of the preferred, carefully considered design proposals for the Site.
- 3.11 **Policy EN2 Tall Buildings** – the appropriate location, design quality, contribution to sustainability, place-making and significant regeneration benefits have been previously established and agreed as part of the original planning application and subsequent granting of planning permission. These reasons have been preserved as part of the amendment set out in this document and represent a visual improvement on the approved scheme.
- 3.12 **Policy EN3 Heritage** – it is considered that the exceptional quality and design of the proposed building and contribution toward the surrounding landscape will sustain the heritage values of the heritage assets immediately adjacent to the Site. Further analysis has been provided in the Heritage section of the EIA Statement Addendum.
- 3.13 **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** – through building fabric and operational efficiency, the building will deliver a sustainable development and reduce its CO2 emissions using building components with good thermal properties, benefit from good daylighting and appropriate lighting controls to reduce the electrical energy consumption.
- 3.14 **Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies** – the development will comply with the CO2 emission reduction targets as per the originally approved scheme.
- 3.15 **Policy EN8 Adaptation to Climate Change** – the proposal will incorporate energy saving strategies to limit the use of energy during operation. It has been designed in accordance with the mitigation

measures set out by the approved Flood Risk and Drainage Strategy and therefore remains in accordance with this policy. It has also considered the risk of overheating and mitigating the possibility of overheating in an efficient and low carbon manner.

- 3.16 **Policy EN14 Flood Risk** – The proposed changes will not affect any of the conclusions made within the approved Flood Risk and Drainage Strategy with the drainage infrastructure proposed and connections into existing off-site infrastructure. The agreed approach is to use the existing sewer network.
- 3.17 **Policy EN19 Waste** – a waste strategy has been approved and is submitted with this application based on additional weekly collections. The updated strategy provides an alternative scenario where the waste is collected on a weekly basis.
- 3.18 **Policy H1** – There is a clear and identified need for additional housing within Manchester and the proposals will provide 327 units toward the annual housing requirement in the City. The Site will contribute to the ambition of delivering 90% of new housing on brownfield sites. The proposals are situated within the City Centre and the mix of units is considered appropriate. The Site is in a sustainable location within the City Centre and ideally located within a proximity to a number of key transport routes.
- 3.19 **Policy T2 Accessible Areas of Opportunity and Need** – the building is within a highly sustainable location within the heart of the City Centre and is close to sustainable transport links as well as key services and amenities within a short walk of the Site.
- 3.20 **Policy DM1 Development Management** – the original application is supported by reports in relation to noise, transport, waste management and servicing and ventilation, and a Crime Impact Statement. The proposed amendments will not result in any significant change to the level of amenity, accessibility, and safety.
- 3.21 **Guide to Development in Manchester SPD** – the proposals are considered to represent an appropriate height for the area, as demonstrated by the original approval. The previously prepared and approved Planning and Tall Building Statement provided full justification in respect of the height of the Proposed Development. This is reinforced by the updated wind and daylight/sunlight assessments submitted with this application. The proposed development remains inclusive to allow easy, safe and secure access to all areas of the building for residents with additional accessibility needs.

Other Material Considerations

National Planning Policy Framework (2021)

- 3.22 Since the original application was submitted, a revised NPPF was adopted in 2021 further to revisions that were made in 2019. The revised NPPF continues to set out the Government's planning policies for England and how these are to be applied within a local setting. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 3.23 While changes have been implemented as part of the revised NPPF in relation to housing, greenbelt and the steps for achieving well-designed places, this has had limited bearing on the proposals and the amendments being proposed with this application.
- 3.24 The presumption in favour of sustainable development – the golden thread running through plan-making and decision taking (para. 11) – remains at the heart of the NPPF. Sustainable development is about positive growth, which supports economic, environmental and social progress for existing and future generations.
- 3.25 The Government emphasise that planning should help create the conditions in which businesses can invest, expand and adapt. Planning policies and decisions should consider local business needs and wider opportunities for development and places significant weight on the need to support economic growth.
- 3.26 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life by supporting existing and future generations' health, social and cultural wellbeing.

- 3.27 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.
- 3.28 The application proposals fully accord with the key tenets of National Planning Policy. The proposals will provide a high-quality residential development in an accessible City Centre location that will integrate with and supporting existing surrounding uses.
- 3.29 The proposals are of the highest design quality and will create a dynamic and interesting building whilst complementing the surrounding area and continue the revitalisation of the City Centre through sustainable re-use of brownfield land. The scheme has excellent sustainability credentials and accords fully with the Government's objective of encouraging sustainable development.

Additional Guidance

- 3.30 Since the approval of the original planning application, Manchester has reinforced its position on the quality of residential accommodation and neighbourhoods of choice through the Manchester Residential Quality Guidance document.
- 3.31 This was endorsed by Manchester City Council in 2017 to require a 'comply or justify' approach to residential development in the city, ensuring quality but allowing for site specific flexibility. It provides the baseline minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed to be considered sustainable development.
- 3.32 In summary, the proposals are designed with detailed contractor input. Apartments provide substantial daylight into apartments and have been increased in size to allow for tenants to grow with the properties. Climate change has been considered and is factored into the proposals with particular regard to overheating.
- 3.33 The site is identified as being able to support a tall building, which is also reflected in the extant planning approval. The development includes a range of amenity spaces that help to support the creation of a community within the building. At ground level, the building will provide activation through the lobby and supporting ancillary commercial café space. It is a well-connected Site by virtue of proximity to Deansgate Station and the Deansgate/Castlefield Metrolink stop.

Environmental Material Considerations

- 3.34 All relevant environmental considerations have been set out within the assessment of the proposed amendments against the policies set out within Manchester's development plan and by way of clarifying the changes to each approved submission documents. There are no further site-specific environmental material considerations beyond this.

Summary

- 3.35 With the proposed amendments to the existing scheme, 10-12 Whitworth Street West will deliver a sustainable development that will support positive growth. This is in line with the relevant elements of national and local policy as well as other material considerations.

4. Summary and Conclusions

- 5.1 The Proposed amendments to 10-12 Whitworth Street West are required to ensure the successful delivery of the scheme and a high-quality development. The amendments have been carefully considered to ensure that they are of only minor material consequence to the approved scheme.
- 5.2 The application is submitted to secure changes to the extant Planning Permission, which will allow it to come forward and represent a high-profile addition to the city. The Applicant and project team are committed to delivering a residential development of the highest quality, which has the following important benefits:
- Successful regeneration of the Site, bringing it back into a long-term, viable and active use. The Proposed Development remains in a highly sustainable location that is accessible by a range of transport modes and is within walking distance of the entire city centre and areas of Salford.
 - Direct job creation and supply chain job creation; the proposals will support the construction sector with short-term jobs created in preparing the building for use.
 - Transformation of the townscape character of this area of the City Centre in a major and largely beneficial way. The proposal will become in effect a new landmark development for Manchester clearly viewed on approach roads and trains that run into the City Centre.
- 5.3 The proposals have been designed by a highly experienced professional design team with significant experience and track record of delivering projects of this complexity and scale, including JMA and Russell's. The design process has previously involved members of the public, in addition to key stakeholders, and the proposals have been rigorously tested by a qualified contractor to ensure both viability and deliverability.
- 5.4 Overall, it is considered that the proposed minor material amendments are fully in accordance with the original design intent of the scheme; it has been demonstrated within this Statement that they will not affect the considerations or conclusions reached in respect of the original planning application. Consideration has been given in this Statement and its appendices that the proposals will not give rise to significant environment effects either stand-alone or cumulatively in EIA terms, as set out in the EIA Addendum submitted with this Application.
- 5.5 The proposals continue to be in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

Appendix A – Approved Planning and Tall Building Statement



Real Estate

10 – 12 Whitworth Street West,
Manchester
Planning and Tall Building Statement

January 2016

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Appendix 1 – Site Plan

Appendix 2 – Verified Photomontages Methodology

Appendix 3 – Consultation Responses

1 Introduction

Introduction

- 1.1 This Planning and Tall Building Statement (the “Statement”) accompanies an application for full Planning Permission, submitted to Manchester City Council (MCC) on behalf of our client, Brigantes Ltd, and Duvet 1 Property Management Limited (the joint “Applicants”), in respect of the redevelopment of 10-12 Whitworth Street West in Manchester City Centre for residential use.
- 1.2 The application is largely identical to that issued in April 2015, application reference 108705/FO/2015/C1, and is based on a re-submission of the same scheme design.
- 1.3 The purpose of this Statement is twofold; to present the proposals in their local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria, namely: Historic England and CABE’s *Guidance on Tall Buildings*; and, Manchester City Council’s Core Strategy Policy EN2 which sets out criteria for assessing tall building proposals. On 10 December 2015, Historic England published Tall Buildings: Historic England Advice Note 4, which represents an update to the CABE and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings.
- 1.4 Secondly, this Statement provides details regarding the wider surrounding context and how the proposals relate to both national and local planning policy, as well as identifying the site specific issues which have been considered in the assessment of the proposals.
- 1.5 The application relates to the residential-led redevelopment of a site in Manchester City Centre. The application site (the “Site”) covers an area of

0.12 ha and is bounded by Whitworth Street West, Cameron Street, the City Road Inn public house, and the railway line (“the Site”).

- 1.6 The development involves the demolition of the existing 3 storey building located on the site and redevelopment for a new 35 storey residential building providing 327 apartments for rent.
- 1.7 The proposed building comprises the following elements:
 - Build to rent model. Specific elements of this model include:
 - Ownership – 10-12 Whitworth Street West is intended to be held in a single ownership by Brigantes Ltd as a long term investment. Further information is contained within the accompanying residential management strategy.
 - Accommodation – The objective is to create a stunning landmark, 35 storeys, residential building. The development will provide 327 high quality apartments for the private rental market, with a wide range of communal uses including lounge areas, work stations, a café, cold storage space, concierge, gym, dinner party rooms and a stunning communal roof space with panoramic views across the city. The proposals will be a place that is vibrant and safe with the highest standards of management and customer service for its residents.
 - Shared amenities – 10-12 Whitworth Street West contains internal and external shared amenity areas to bring added value to the tenants and enable them to work and entertain within the building.
 - Mix of one and predominantly two bed apartments;
 - 80 Secure Cycle Spaces;
 - Drop-off bay on Cameron Street.
- 1.8 A fuller description of the proposals is provided in Chapter 3 of this Statement.
- 1.9 The proposals relate to a site which has been vacant since 1992 and has been earmarked for redevelopment for some time having been identified

within a number of adopted regeneration frameworks. Those regeneration frameworks include the 2008 Whitworth Street West Draft Development Framework and 2009 Civic Quarter – Manchester Central Regeneration Framework, both of which identify this site as a location for a landmark building for a number of reasons:

1. Highly accessible by a range of modes of transport, underpinned by recent investments including:
 - Deansgate Castlefield Interchange – the site is adjacent to Deansgate Castlefield Metrolink stop and Deansgate Rail Station. Investment is committed (and Metrolink enhancements are currently on site) for the creation of an international standard transport interchange at Manchester Central / Deansgate which will improve connectivity, perception and sense of arrival to this location
 - Oxford Road Corridor - the site is located just 500m from the Oxford Road bus corridor, which will benefit from the Cross City Bus Priority Package works that are proposed to be delivered by 2015 and will enable more people to enjoy faster, more punctual and more reliable bus services from a wider area across Greater Manchester, to and from Manchester and through the heart of the City Centre
 - Second City Crossing - an expanded Metrolink network will deliver new and enhanced connections across the City. Further details are contained in Section 2 of this Statement
 - HS2 – strengthening connectivity from Birmingham to Manchester. Further details are contained in Section 2 of this Statement
2. Forms part of the entry sequence into the city centre from the south situated in a gateway location, which together with the redevelopment of the Axis site on the opposite side of the road for residential development, will transform the arrival experience from this key node
3. Its pivotal location relative to a number of important city centre initiatives. – i.e. First Street, the balance of the Whitworth Street West Area, and Great Jackson Street Development Framework Area. Either in isolation or in tandem with Axis, the proposed development would have the

stature, quality of use and critical mass of activity to act as a significant catalyst to further investment in this part of the City Centre. It would assist in extending the City Centre southwards from its core / civic heart and also connect the area to the Corridor via its prominence on the east west axis of Whitworth Street.

- 1.10 The site's suitability for a landmark building has already been tested through the planning process in relation to the Planning Permission that was granted in 2009 for an 18 storey hotel. Planning Permission lapsed in 2012. That scheme did not come forward due to the economic downturn; however the site owners remain in place and form one half of the joint applicant having found development expertise to deliver a residential scheme in the form of Brigantes.
- 1.11 The proposed use for residential very much complements the City's identified need for new homes and to accelerate delivery. The City has an aspiration to provide 13,000 homes by 2019, with a projected need for 55,000 homes by 2027. Manchester City Council's adopted town planning policies identify that there is an urgent need to deliver new residential development in the City Centre in order to satisfy the demand that has built during the economic downturn as new residential development activity subsided and Manchester's population has continued to grow (growth that is projected to continue into the future).
- 1.12 There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester moves into its next phase of economic growth, further provision in the city centre is required to fuel and complement the significant economic growth of the City. For example, this part of the City Centre relates to the 'The Corridor' – a key regeneration opportunity area, which has been identified as providing the opportunity to drive growth. The *Corridor: Manchester, Strategic Vision to 2020 website* states that the area will grow to accommodate a workforce of 77,000 and generate £4.8 billion GVA to 2020.
- 1.13 In addition, the form of product is very much one that has been identified as part of the solution. Manchester's Residential Growth prospectus

identifies the importance of developing a quality PRS, the prospectus notes that good quality, well managed accommodation to rent makes an important contribution to the city's housing - accounting for over half of all economically active households in the city centre and fringe. Further details are contained within Section 2 of this Statement.

- 1.14 The site benefits from close proximity to public transport, amenities and facilities of the City Centre, including the variety of civic, cultural and leisure facilities such as the proposals at First Street, specifically HOME which is a new cultural facility. Together, these attributes will make a very popular residential location.

The Applicant

- 1.15 The joint Applicants are committed to the redevelopment of this key site in Manchester. Duvet 1 Property Management Limited currently own the site which secured Planning Permission for an 18-storey hotel in 2009. Brigantes Ltd has entered into a contract to develop the site with Duvet 1 Property Management Limited, subject to grant of planning permission, with the objective of becoming the ultimate owner of the built property.
- 1.16 The proposed scheme will represent a flagship development within a UK portfolio of high quality Private Rented Sector developments that is being developed. Brigantes Ltd are taking a long term investment approach to their Build to Rent portfolio, and will carefully manage all aspects of the proposed development from its construction through to its operation and long term management. The imperative is therefore to create a high quality residential development that will endure for many years to come.

Description

- 1.17 The development is described in the application form as:

“Demolition of the existing building at 10-12 Whitworth Street West and redevelopment of the site for a new residential building (Use Class C3), with associated residents’ services, facilities and

communal spaces; servicing, highways, public realm and associated works.”

Pre-application Consultation

- 1.18 The application proposals have been prepared in consultation with a range of consultees in addition to the Local Planning Authority, including: Environmental Health, Highways, local Ward Councillors, Historic England, Greater Manchester Archaeological Advisory Services, Places Matter! Greater Manchester Police, Transport for Greater Manchester and Network Rail.
- 1.19 A scoping exercise was also undertaken to identify the likely significant effects on the environment that may arise from the construction and operational phases of the Development. A Scoping Report was completed and submitted to Manchester City Council on 5 February 2015.
- 1.20 Adjoining owners and occupiers, including local residents of the Rope Works, Hacienda, City South, The Boatmans, Hill Quays, River City, Lumiere; and occupiers along Deansgate Locks and Hewitt Street have also been advised of the proposals through correspondence and a public exhibition. In addition, Manchester Central, Ask Developments and Property Alliance Group have been informed of the proposals. Further details are contained within the accompanying Statement of Community Consultation.

Application Documentation

- 1.21 This Planning Statement should be read in conjunction with the following supporting documents submitted as part of this application:
- Planning application forms, agricultural holdings certificate and ownership certificate B;
 - Application red-line boundary plan prepared by 5 Plus Architects;
 - Elevations, plans and sections prepared by 5 Plus Architects;
 - Design and Access Statement prepared by 5 Plus Architects;

- Transport Statement prepared by AECOM;
- Transport Statement addendum prepared by AECOM;
- Travel Plan prepared by AECOM;
- Waste Management Strategy prepared by 5 Plus Architects;
- Ground Conditions Report prepared by ROC;
- TV Reception Survey prepared by GTech;
- Environmental Standards Statement prepared by Hilson Moran;
- Energy Statement prepared by Hilson Moran;
- Ecological Assessment prepared by Cameron S Crook Associates;
- Air Quality Statement prepared by Hilson Moran;
- Drainage Strategy prepared by ROC;
- Residential Management Strategy prepared by Mercer;
- Statement of Community Consultation prepared by Deloitte;
- Archaeological Assessment letter prepared by GMAAS; and
- Crime Impact Statement prepared by Greater Manchester Police.
- The Environmental Impact Assessment of the proposals, which comprises:
 - Volume 1: Environmental Statement including:
 - Introduction
 - Methodology
 - Site, Surroundings and Proposals
 - Construction Phasing
 - Consideration of Alternatives
 - Planning Policy Context
 - Cultural Heritage and Visual Impact
 - Noise and Vibration

- Wind
- Sunlight, Daylight and Overshadowing
- Cumulative Effects and Interaction of Effects
- Summary of Residual Effects
- Volume 2: Technical Appendices
- Volume 3: Non-Technical Summary
- The approach to the application documentation has been agreed with Manchester City Council as Local Planning Authority.

Document Structure

1.22 The remainder of this Statement is structured as follows:

- Section 2 – describes the proposal site and surrounding area.
- Section 3 – provides a description of the proposed development.
- Section 4 – assesses the proposals in relation to planning policy requirements at the national and local level.
- Section 5 – identifies the site specific issues considered as part of the application
- Section 6 – provides an evaluation of the proposals using the criteria established in the “Guidance on Tall Buildings” prepared by Historic England and CABE and Manchester Core Strategy Policy EN2 Tall Buildings.
- Section 7 – concludes by summarising the case for the grant of Planning Permission.

2 Site Description and Context

Site Description

- 2.1 The site extends to 0.12 hectares; and is bound by Whitworth Street to the north, the City Road Inn public house to the east, the Manchester - Liverpool viaduct to the south and Cameron Street to the west.
- 2.2 A Site Plan is provided at Appendix 1 to this report.
- 2.3 The site is currently occupied by a three storey vacant former warehouse. The warehouse was erected in 1902 and was originally occupied by an iron and steel merchants. The most recent use was in 1990 by Arup who were converting the building into their Manchester office. However in 1992 work was abandoned and the building has since been unoccupied.
- 2.4 The warehouse footprint covers the majority of the site, with only a narrow passage way between the viaduct and the building.
- 2.5 The area around the site is defined by engineering infrastructure including the Victorian railway viaducts (Grade II Listed), Rochdale and Bridgewater Canals, as well as major roads into Manchester City Centre.
- 2.6 As found today, the surrounding area is formed of a varied mix of buildings of differing scale, massing and materials, illustrating piecemeal change and re-development of the area from the 19th Century onwards. There are a few surviving remnants of the former industrial use of the area including the Grade II Listed 13-17 Albion Street.

- 2.7 There are a number of important buildings in the wider surrounding area including Manchester Central and the associated railway viaduct, Deansgate Locks, Albion Wharf, and Beetham Tower.
- 2.8 The site is located in a prominent location, accessed from Whitworth Street West; a gateway route into the City Centre. The Whitworth Street area is on an important east-west route within the city centre, with important junctions and two main vehicular approaches from the south into the city centre.
- 2.9 Deansgate Castlefield Metrolink Station is opposite the site above Deansgate Locks. The site also benefits from Deansgate rail station located within 100 metres of the site.
- 2.10 The proposed development will sit opposite the recently approved 28 storey Axis scheme (ref. 106490/FO/2014/C1). The Hacienda residential development is located to the north east of the site, with the Grade II Listed Albion Wharf office building (converted canal side warehouse) to the east of the site.

Site Context

- 2.11 The area around the site is defined by transport engineering infrastructure including the railway viaducts, Rochdale and Bridgewater Canals, and major roads into Manchester City Centre.
- 2.12 The surrounding context is widely varied containing restaurants, bars, leisure, residential and commercial uses.
- 2.13 The site faces Whitworth Street, West, directly to the front of the site is a bus stop. To the north of the site lies the consented Axis building alongside the Deansgate Locks bars and venue complex, located underneath the Deansgate Castlefield Metrolink stop. Beyond which lies the Manchester Central Conference venue and Metrolink route.
- 2.14 The City Road Inn is located immediately to the east of the site, beyond which lies The Hacienda residential development.

- 2.15 Directly to the south of the site is Hewitt Street which contains a number of commercial businesses located in the viaduct arches, above which lies the Manchester to Liverpool Railway line. Directly adjacent to the railway line lies the Ropeworks residential building, with further residential buildings located to the south. First Street is located to the south east which houses a plethora of uses including a hotel which is expected to open in May, as well as HOME a cultural centre expected to open in Spring 2015, and a range of other uses including office space, car parking and public realm. To the west of the site lie several commercial premises including Hobbs.
- 2.16 Each of these immediate surrounding uses have been carefully considered in setting out and designing the building, liaising with the relevant stakeholders and officers at MCC to deliver a proposal that sits comfortably within its surroundings. Areas considered include issues of antisocial behaviour associated with the nearby bars, as well as security around the building particularly in relation to the side streets and ensuring appropriate security measures are incorporated into the design. Further details on the development of the proposals and consultation which has taken place is contained within the later sections of this Statement, the Design and Access Statement and Statement of Community Consultation.

Wider Site Context

- 2.17 Manchester is characterised by a compact City Centre and the site is within walking distance of the City's hugely vibrant economic, civic, cultural and leisure offer. The site is prominent and highly visible from key approach routes to the City Centre's civic heart and traditional commercial core. Its locational characteristics, together with current opportunities in the City Centre residential market align to support the opportunity.
- 2.18 The proposals for the site would form a key part of the entry sequence into Manchester City Centre from the south. This location is an important gateway for vehicles travelling from both the national motorway network and the City Region's International Gateway in Manchester Airport.
- 2.19 The site lies across from the City's Conference Quarter. Manchester Central is an award-winning venue and conferencing facility located within the former Manchester Central Rail Station, in the heart of Manchester City Centre's Civic Quarter. It was converted in phases between 2008 and 2010, with significant investment of £30 million. It adjoins the Great Northern Complex, which is under new ownership, and the subject of emerging plans to ensure that this important site can realise its full potential and play a key role in the ongoing regeneration and growth of the City Centre.
- 2.20 It now has the capacity to handle small-scale corporate functions and large-scale conferences or exhibitions, with state-of-the-art facilities that have accommodated events on a national and international scale.
- 2.21 The facilities include:
- A purpose-built 804-seat Exchange Auditorium.
 - Exchange Hall – 1800 sq.m. exhibition / conference space or 1200-capacity dining space.
 - Central Hall – 10,000 sq.m. column-free and divisible space.
 - A range of smaller state-of-the-art conference and meeting rooms.
- 2.22 The application proposals fall within Civic Quarter Manchester Central Regeneration Framework, a crucial economic and physical bridging point between the established City Centre core and emerging new growth areas on the southern fringe of the City Centre.
- 2.23 The Civic Quarter area acts as an anchor to the Manchester Corridor – a critical opportunity in Manchester for accelerated economic growth, based on the strength of its assets. These assets include key institutions such as the University of Manchester (a world leading research institution), Manchester Metropolitan University and the NHS Campus. In addition, there is a growing clustering of research and laboratory space within the Corridor, including at Manchester Science Park. The scale of the opportunity is articulated in The Corridor: Manchester, Strategic Vision to 2020 which states that the area will grow to accommodate a workforce of 77,000 and generate £4.8 billion GVA to 2020.

- 2.24 The 20-acre First Street site owned by Ask Developments is located to the south east of the site and is accessed via an opened archway under the railway viaduct. First Street North developments are currently under construction and the wider development site has the capacity to become the heart and commercial focal point of a distinctive new neighbourhood of the city centre incorporating Whitworth Street West, including Deansgate and Oxford Road stations, Knott Mill and the Corridor. Home is expected to open in spring 2015 and the hotel is expected to open in May 2015.
- 2.25 First Street is well placed to capture and nurture new business opportunities that will emerge as the City's knowledge-economy continues to prosper.
- 2.26 The site is located in a highly accessible location within Manchester City Centre and benefits from excellent public transport links. The Metrolink route and the Deansgate Castlefield Metrolink stop lie opposite to the site providing access to a range of destinations across Greater Manchester. Oxford Road and Deansgate train stations and major bus corridors are all within walking distance. The site is within easy access of the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network.
- 2.27 Manchester Airport, the City's international gateway is within easy reach, as are the City's main rail and motorway connections. There is major committed investment in public transport infrastructure coming forward which will serve to further enhance the accessibility of this area and the City Centre as a whole, providing an important foundation and opportunity for its further, accelerated economic growth during the next cycle. Major investment includes:
- An expanded Metrolink network will deliver new and enhanced connections across the City, including connections to Manchester Airport. St Peter's Square is already a main hub within the City's expanding Metrolink network. Later this year / early 2016, the City's Second City Crossing is scheduled to open. This will substantially increase the capacity of the network (an extra 45 trams per hour running through St Peter's Square).
 - Investment is committed and work has commenced on the creation of an international standard transport interchange at Manchester Central / Deansgate which will improve connectivity, perception and sense of arrival to this location. The proposals for the upgraded Deansgate-Castlefield Metrolink stop include new areas of green space at viaduct level and a new vertical connection to Whitworth Street, within a short distance of the application site.
 - Deansgate Station will be revamped and provide a much stronger interchange facility with Metrolink. It will provide a public transport gateway with greater capacity, directly servicing the City's Conference Quarter and the area around the application site. A second phase would result in the stop forming part of a landscaped park.
 - The Northern Hub is a Network Rail project that will deliver £530m of targeted investment to transform Northern England's rail network and improve connectivity. A key proposal is the Ordsall Chord, a new viaduct to connect Manchester's Victoria, Oxford Road and Piccadilly Stations, and Salford Central Station, enabling faster, more frequent services to run across the North of England. Improved services will include two new fast trains per hour between Manchester Victoria and Liverpool; six trains an hour between Leeds and Manchester (as opposed to four now); a reduction in journey time of 10 minutes between Leeds and Manchester; a reduction in journey time of 10-15 minutes between Liverpool and Manchester; a new direct service through Manchester City Centre to Manchester Airport, and faster journey times to Hull, Newcastle and the North East.
 - The Bus Priority Package will deliver both the Leigh-Salford-Manchester busway and the Cross City Bus schemes, improving bus travel to and across the City Centre for communities to the north, west and south of Greater Manchester including Leigh, Atherton, Middleton and Parrs Wood. The Package will provide easier access to new and existing job opportunities, education and health facilities along Oxford Road and the City Centre and increase the number of passengers able to travel to their destination in one journey without having to change buses. More than 8 miles of bus lanes will be provided along existing roads, and some sections of road, for example on Oxford Road, will be closed to general

traffic. During the day there will be at least four buses an hour between Leigh and Manchester, and four buses an hour between Atherton and Manchester, meaning there will be a minimum of eight buses an hour between Tyldesley and Manchester along the guided busway between Leigh and Ellenbrook. Work has already started on some of the routes, and there is ongoing consultation with the local communities. It is scheduled for the entire bus priority package will be up and running in 2015.

- The Bus Priority Package will go hand in hand with the plans unveiled in November 2014 to transform travel along Oxford Road, with a major bus priority corridor featuring Greater Manchester's first ever Dutch-style cycle lanes.
- High Speed Rail 2 (HS2) from Birmingham to Manchester will significantly strengthen the connectivity of the city centre to Manchester Airport, London and mainland Europe and will act as a platform for the wider commercial and regeneration plan for the city centre.

2.28 From a wider planning and regeneration point of view, redevelopment of the site is a key opportunity to create a building that provides an appropriate, conservation influenced, contextual response to this prominent site.

Planning History

2.29 Planning Permission for an 18 storey building containing a hotel, restaurant/bar at first floor, conference facilities at second floor, including a separate ancillary unit at ground floor to be used for Class A1, A2, A3, A4, B1(a), B1(b), C1, D1 or D2 purposes, was granted In July 2009 (ref. 089876/FO/2009/C1). The proposal included an active frontage at street level, and also included the adjacent pavement area on Whitworth St West to incorporate a taxi and delivery vehicle drop off lay-by.

2.30 The permission lapsed in 2012.

Environmental Designations

2.31 The site is not located within a Conservation Area; however, the nearest Conservation Area is the eastern boundary of the Castlefield Conservation Area.

2.32 It is also located within close proximity to a number of Listed Buildings, including:

1. Manchester South Junction and Altrincham Railway Viaduct, Grade II
2. Castlefield Railway Viaduct, Grade II
3. Deansgate Station, Grade II
4. Rochdale Canal Lockkeepers Cottage, Grade II
5. Central Library, Grade II*
6. Manchester Town Hall, Grade I
7. Albert Memorial, Grade I
8. Manchester Town Hall Extension, Grade II*
9. Manchester Central Station, Grade II*
10. Midland Hotel, Grade II*
11. City Art Gallery, Grade I
12. Great Northern Warehouse, Grade II*
13. Briton's Protection PH, Grade II
14. 13-17 Albion Street

2.33 A plan identifying the Listed Buildings and Conservation Area boundaries is provided at Figure 2.1.



Figure 2.1 Site plan illustrating the location of the subject site and the heritage designations in the surrounding area. The green star denotes the site. Orange denotes Grade II, pink denotes Grade II*, and red denotes Grade I. The Castlefield Conservation Area is highlighted in yellow.

2.34 Further detailed description of these heritage assets is provided within Chapter 7 Cultural Heritage of the Environmental Statement and the Heritage Statement submitted in support of this application.

2.35 The site is located within Flood Zone 1. A Flood risk and Drainage Strategy has been prepared in support of the application which concludes that the risk of Fluvial Flooding and flooding from sewers considered low. Further

information is contained within the accompanying Strategy and in Section 5 of this Statement.

2.36 The site is not located within a statutory or non-statutory nature conservation site and no record of protected or notable species have been found at the site.

Economic Context

Socio-economic Context

2.37 Manchester is a national engine of economic growth with a population of more than 500,000, sitting at the heart of a conurbation of 3 million people in the north of England. The City's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. More recently the city, recognising the dynamics of global market changes, has invested heavily in new sectors of growth – advanced manufacturing, biotechnology and life sciences – and working closely with The University of Manchester, has created new opportunities for sustained future growth, including the development of a global network of alliances and partnerships throughout the world.

2.38 Reflecting this phase of economic growth, Manchester (local authority) saw its population grow by 17.8% between 2003 and 2013, more than double the UK average over the same period¹, reflecting Manchester's transformation over the last 20 years into a vibrant European City. The expanding opportunities in professional and business services sectors and the type of demographic that has significantly fuelled that growth (24-39 years), combined with the ever increasing attraction of the city as a place to live and work and has been reflected in the patterns of growth in the housing market: between 2003 and 2013. During this time, the number of

¹ New Economy Key Facts, July 2014.

residential units in the City Centre grew by over 10,000 (262%) and an additional 4,000 units were delivered within the City Fringe.²

- 2.39 The national economy is now beginning a new growth cycle. While Manchester, because of its diversified and expanding business base, has been relatively resilient over these last few years during the economic recession, the city is at the beginning of another surge of economic and population growth.
- 2.40 Manchester's GVA is forecast to grow by 43% between 2011 and 2023, a higher growth rate than the 34% projected nationally. 50,000 additional jobs are forecast by 2023, representing a much higher rate of growth than elsewhere in the UK; and of these an additional 30,000 jobs are expected in business and related services.
- 2.41 The 100,000 jobs projected across Greater Manchester (2013-2023) (GM) will provide another surge in the growth of the city's economy. The increase in higher paid business and professional services employment which supported the growth of the young professional group in the city will be sustained over the next ten years.
- 2.42 As a result, Manchester's population is expected to increase by 100,000 by 2030, and this together with well documented trends and changes in household formation will fuel an increase in demand for accommodation. An additional 60,000 new homes over the next twenty years (3,000 per annum) are expected to be required and need to be planned for.
- 2.43 The Greater Manchester Strategy (explained in detail later in this section) recognises the need to make Greater Manchester an investment destination of choice. Creating high quality places is seen as critical to its success - neighbourhoods must be sufficiently attractive to attract and retain the diverse labour market required to support GM's growth objectives.
- 2.44 Manchester has clearly already demonstrated its ability to successfully accommodate and absorb a significant number of new residential units within a relatively short period of time to respond to economic growth. With few new starts in the last 5 years, occupancy rates are now very high in the City Centre. It is essential that the city maximises the new opportunities for growth and investment to avoid being left behind.
- 2.45 In the period since the financial crisis in 2008 and the resulting economic downturn, the city has seen impacts on its economy and its previously planned growth trajectory; however, a feature of this period has been the city's resilience, a sign of its strength. One indicator is the fact that in terms of wages, mean annual wages in Manchester have remained in line with the national average over the last 14 years. This is unusual for a northern city and illustrative of the strength of the Manchester economy.
- 2.46 Due to constraints on development and mortgage finance, along with the availability of public funding to support housing development, the pace of new housing delivery and the wider housing market has significantly slowed down. The number of new homes being delivered in the city has reduced from over 5,000 in 2007/8 to fewer than 1,000 in 2011/12. In 2014, four new schemes started on site, with 2 of those assisted by the Government's Build to Rent funding initiative. In total, less than 1,000 units were in construction or completed during 2014, demonstrating that the City's residential supply is still in the very early stages of recovery.
- 2.47 As a consequence, occupancy rates are at high levels and are reported to be at 97% by various sources. This is fuelled increasingly by the lettings market, and there is a significant level of pent up demand for new housing which will further fuel accelerated levels of housing delivery over the coming years. There is a significant mismatch at present between supply and demand of suitable accommodation to meet the needs of a growing population and workforce. This has resulted in fast increasing rents.
- 2.48 Recent market intelligence has indicated that the City Centre will continue to expand and:

² Ancoats and New Islington NDF, October 2014.

- There will be a further dramatic increase in 25-39 year old workers, who supported much of the city's housing growth in the most recent growth cycle.
 - The 50,000 additional jobs forecast by 2023 will provide another surge in the growth of the city's economy,
 - The increase in higher paid business and professional services employment which supported the growth of the young professional group in the city will be sustained over the next ten years.
- 2.49 In the city centre and city fringe, around 90% of the population is aged between 16 and 44, and over the next ten years it is forecast that this age group will increase by 10,000. This reflects growth in the professional, scientific and technical sector. This sector of the population creates demand for new lifestyle choices that offer access to city centre employment and amenities, transport networks in well-managed, high quality accommodation built for that purpose.³
- 2.50 Reflecting the trend being observed nationally, Manchester has experienced an increase in the Private Rented Sector. 28% of Manchester's stock is private rented sector stock. Growth of the sector has not been a planned phenomenon, as most City Centre apartment schemes were designed for owner occupation, rather than purpose built for lettings. In some cases, the growth of the lettings market, has led to issues around inappropriate standards of management and maintenance.
- 2.51 Market demand for new housing to meet the specific needs of a growing population and changing demographics, means that there will be demand for the type of Build to Rent product that will be delivered as part of the proposed development.
- 2.52 A range of economic and supply chain regeneration benefits will be delivered as a result of new housing development within the city centre; including construction jobs, the potential to employ local people, training

programmes to develop skills and raising aspirations amongst young people.

Stronger Together: Greater Manchester Strategy 2013

- 2.53 The Greater Manchester Strategy, Stronger Together, is the sustainable community strategy for the Greater Manchester City Region.
- 2.54 It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) – the most robust analysis ever undertaken of a city, led by global experts. MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. The vision for Greater Manchester is that 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.
- 2.55 The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.
- 2.56 The Strategy sets out a programme of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all. By supporting new residential development at the application site, a number of the GM Strategy's key growth priorities will be met, including:

GM Strategy Growth Priorities	The Proposed Development.
▪ Creating the places and spaces that will nurture	

³ Ancoats and New Islington NDF, 2014.

GM Strategy Growth Priorities	The Proposed Development.
success	
▪ Stimulating and reshaping our housing market	✓
▪ Crafting a plan for growth and infrastructure	✓
▪ Supporting business growth with a strong integrated offer	✓

- 2.57 In relation to creating the conditions for growth to ensure that the City Region achieves its full potential, the Strategy states that a GM approach to meeting future housing and employment land requirements will be developed taking into account viability, strategic fit, transport and other infrastructure implications of the demand for growth.
- 2.58 Recognising the challenges in meeting demand for new housing given past under-delivery, market difficulties, rising energy bills and the need to retro-fit existing stock, the Strategy states that the City Region will continue to drive new thinking and innovation to ensure that Greater Manchester offers existing and potential residents a place to live that meets their expectations and which they can afford. The application site is ideally located to contribute towards the provision of housing to meet demands of a growing economy and population.

Manchester Core Strategy (2012)

- 2.59 The Manchester Core Strategy is the key planning document in Manchester and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in the future along with planning policies which will be used to deliver that vision.

- 2.60 The key policies that are relevant to the development include **Policy CC3 Housing** which sets out that the City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided in the city centre between 2010 and 2027. This should be viewed in the context set out in **Policy H1 Overall Housing Provision** which sets out that approximately 60,000 new homes will be provided for in Manchester equating to approximately 3,333 units per year with High Density developments (those over 75 units per hectare) considered appropriate within the City Centre. **Policy CC6 City Centre High Density Development** sets out that within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives.
- 2.61 More specifically for Tall Buildings the **Policy EN2 Tall Buildings** sets out criteria that proposals for tall buildings must meet to be supported:
- Are of excellent design quality
 - Are appropriately located
 - Contribute positively to sustainability
 - Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
 - Will bring significant regeneration benefits
- 2.62 Fundamentally tall buildings must complement the City's key existing built assets and must make a positive contribute to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.
- 2.63 Suitable sites are suggested to be within and immediately adjacent to the City Centre, sites which do not fall within Conservation Areas and sites which can be easily be served by public transport nodes.
- 2.64 It is also expected that any tall building will have its impacts in terms of the local environment and its micro-climate modelled and that submissions will

include appropriate measures to create an attractive, pedestrian friendly local environment at a key entry point to the City Centre.

- 2.65 The Core Strategy advises that it will be necessary for developers to demonstrate that the tall building proposal is viable and deliverable.

The Corridor Manchester

- 2.66 Manchester Corridor Strategic Vision to 2020 identifies the huge importance of this area to the growth prospects of Manchester and the wider City Region.
- 2.67 The Partnership is now half way through a £3 billion development phase. The 2011/2012 Review identified that the Corridor now generates £2.8 billion, which is 22% of the City's GVA. 55,000 people are employed on the Corridor, which represents 18% of the City's workforce, and it is home to 72,000 students. 43% of activity on the Corridor is in the knowledge-intensive sectors, which represent the key growth priorities for GM. This is a much higher proportion than the national and regional averages (22% and 21% respectively).
- 2.68 Further significant investment is committed and planned, in line with the growth priorities for GM, which will enable the Corridor to meet the strategic aims to 2020, to generate £4.8 billion GVA and support a workforce of 77,000.
- 2.69 This investment has in turn been a catalyst for private investment, including:

Civic Quarter: Grade A commercial office schemes at St. Peter's Square, with the construction of the £50 million One St. Peter's Square building following a partial pre-let to KPMG and the recently submitted planning application for redevelopment of 77/79 Mosley Street and Century House for a new building comprising office use. This investment provides a unique opportunity to stimulate the regeneration of surrounding areas of the City Centre, including its southern approaches, and will work to further transform the perception of Oxford Road as a major business destination.

First Street: together with HOME, committed development at the 20 acre site includes a new 4-star hotel, premium residential accommodation and First Street South, a 250,000 sq. ft. building with a mix of retail leisure and hotel uses.

Residential Growth Prospectus

- 2.70 Recognising the critical relationship between housing and economic growth, Manchester City Council is in the process of preparing a Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 18 June 2013). The starting point is the urgent need to build more new homes for sale and rent to meet future demands from the growing population. It looks to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the City.
- 2.71 The Prospectus sets out how the Council proposes to work in order to encourage accelerated housing growth and guide the delivery of stable and attractive neighbourhoods offering quality housing that will retain and attract those people who are fundamental to creating economic success / wealth. It has been developed with the aim of providing the development industry and other key stakeholders with a clear message regarding the City's ambitions for future housing growth. The starting point for the prospectus is the urgent need to build more new homes for sale and rent to meet future demands from the growing population. The Prospectus looks to address undersupply and in particular the development impasse that had until recently been evident across all house types and tenures in the City.
- 2.72 The core principle running through the document is that there is a requirement to build more new homes in order to support future growth and the Council is actively looking to adopt measures to enable this.
- 2.73 Six principles inform the Housing Prospectus:
- Building more new homes – with a growing population there is a need to provide high quality homes for sale and rent to meet future demand.

- Creating pathways to home ownership – the aim to deliver more homes with mortgage products people can afford to buy, enabling them to play a bigger role in the City’s economy.
 - Developing a quality private rented sector (PRS) – good quality, well managed accommodation to rent makes an important contribution to the City’s housing, accounting for over half of all economically active households in the city centre and fringe.
 - Bringing empty homes back into use – when housing is in short supply there is yet further emphasis upon tackling empty properties.
 - Ensuring that the Council’s planning framework and policies provide the appropriate support for residential growth.
 - Developing a strong sense of place and high quality neighbourhoods – sustainable neighbourhoods require much more than new housing development.
- 2.74 A key aspect of the Council’s supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City 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.
- 2.75 Within the context of the promotion of a range of financial mechanisms by Government that are aimed at increasing housing delivery, the Council is keen to attract major investors, prioritise site release and where possible help secure sites already assembled, target financial products to enable home ownership, assist marketing and deliver a pipeline of priority locations for housing development.
- 2.76 The proposals represent an opportunity to partially address the requirement through bringing a site to market that had previously stalled during the recession.

Whitworth Street West Development Framework (September 2008)

- 2.77 The Whitworth Street West Development Framework was adopted by Manchester City Council in 2008. The Framework sets out the economic rationale underpinning the comprehensive development of the Whitworth Street West (WSW) area. It puts into context the role and function that development within the area will play in fostering further growth opportunities in more peripheral areas of the city centre.
- 2.78 The Framework notes the importance of expanding the City Centre core southwards, as a crucial component in enhancing the economic competitiveness of the city. The Framework advises that the implementation of a number of high quality, well integrated and connected development opportunities within the Whitworth Street West area is needed to form a crucial economic and physical bridging point between the established City Centre core and the emerging growth areas on the periphery of the City Centre.
- 2.79 The guiding principles for future development in the WSW area include the creation of a high quality environmental setting that will create a first class business, leisure destination and living environment.
- 2.80 The area is acknowledged as an important east-west route within the City Centre, with important junctions and two main vehicular approaches from the south into the City Centre. As such, it acts as a key gateway into the city and a location for landmark developments which mark these key approach routes on a journey into or out of the city centre.
- 2.81 The Framework highlights that to function as a truly integrated part of the City Centre, Whitworth Street West would benefit from a higher density of development. Specifically, increased height is highlighted as an approach to readdress the connection between the city, the southern gateway and beyond.
- 2.82 The overarching regeneration objective for the Southern Gateway is for:

- Landmark, world-class developments to enhance the City's competitiveness on a global scale, attracting indigenous and inward investment and providing new employment opportunities for local communities;
- The creation of a vibrant mix of active contemporary urban buildings, new landmarks and public spaces; and
- High quality buildings complemented with a public realm of international standard to ensure Manchester can unlock further potential for economic growth in the future.

2.83 With specific reference to the application site, 10 – 12 Whitworth Street West is noted as holding an extremely prominent position in the context of the Framework. Key principles for the site include the unique opportunity for the development of landmark structures that maximise the beneficial impact of important vistas, enhance the visitor's sense of arrival, terminate key views and provide visual connectivity with the city core.

Civic Quarter Manchester Central Regeneration Framework (October 2009)

2.84 The Site is also located within the Civic Quarter, an area of the City Centre bound by Deansgate to the west; Peter Street, Mount Street and Lower Mosley Street to the north; Portland Street, Oxford Street and Lower Mosley Street to the east; and Whitworth Street West to the south. The area serves as a major gateway to the City Core.

2.85 The Civic Quarter is characterised by large freestanding buildings including the Midland Hotel, the Great Northern Warehouse, Manchester Central, the Beetham Tower, Central Library and the Town Hall Complex, which together constitute one of the finest collections of historic and modern civic, cultural and commercial buildings in the UK. The scale of these buildings set the area apart from the existing commercial core, which is characterised by more finely grained buildings.

2.86 The Framework was produced to guide investment in the Civic Quarter and deliver transformational change. It identifies the Civic Quarter as being ideally located to accommodate new buildings which can keep pace with

the demands of the market over the next few years. The area can provide an environment and setting for business that complements and can be differentiated from other existing and emerging commercial locations, such as Spinningfields and First Street.

2.87 The document refers to Whitworth Street West as an area which has suffered from a lack of high quality or sustained investment, and notes that the Whitworth Street West Development Framework seeks to encourage a well-integrated and connected development opportunities which are needed to form a crucial economic and physical bridging point between the established city core and emerging growth areas on the periphery of the city centre.

2.88 Several schemes are identified to be brought forward within the Framework area. The subject site is reference as a key project to have the potential to significantly improve the existing offer in the Civic Quarter framework area. Due to the time the Framework was written (2009) reference to the hotel scheme is made, however the benefits highlighted remain appropriate. These benefits include that the proposals will revitalise the southern extent of the Civic Quarter framework area; providing connectivity and services to First Street and catering for the expansion plans of Manchester Central. In addition, Whitworth Street West represents another significant area of opportunity, with the potential to further connect the Southern Gateway with the Civic Quarter.

2.89 It is highlighted that the several schemes identified could in combination increase the total floorspace in the Framework area by 67% from circa 300,000sq.m (3,229,173 sq ft) to 500,000sq.m (5,381,955 sq ft). 4.45 A significant proportion of this increase would be offices, followed by hotel, retail and leisure,

3 Development Proposals

- 3.1 This section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statement prepared by 5 Plus Architects.

Design Evolution

- 3.2 The form of the development has arisen from the identified opportunity in adopted regeneration frameworks to provide a landmark building on the site and a desire from the applicant to deliver a scheme that is viable whilst supporting a high quality proposal that is capable of meeting the criteria set within CABE and Historic England's Guidance on Tall Buildings, Core Strategy Policy EN2 and other site specific considerations.
- 3.3 The height of the proposals has been informed by the regeneration frameworks which identify height on the site, a design which complements the gateway location and the correct balance within the immediate and city wide context, and also a height at which the Build to Rent model becomes viable. In order to create a viable Build to Rent mix the development must be over 30 storeys. It is also important to consider technical constraints such as the lifting strategy. This design development has determined that the optimum height for these considerations is at 35 storeys.
- 3.4 By developing the lifting strategy to provide larger faster lifts, extra floors could be gained. This provided a greater height difference to the approved Axis building opposite the subject site, and places the proposed building in between the height of the Beetham Tower (47 storeys) and Axis tower (27 storeys).
- 3.5 The façade was developed from the predominantly solid facade of the previous hotel scheme, to be more open with larger windows. Several

cladding designs were investigated from an exo grid of concrete to a saw toothed egg crate in metal within a concrete frame. The elevations have been refined to emphasise the verticality and give a simple elegant language to the façade.

- 3.6 The scheme has evolved following the technical surveys and assessments undertaken, and in conjunction with discussions with officers at Manchester City Council, with regard to planning, highways and environmental health; Historic England; and Places Matter!, to ensure the most appropriate development for this key site.
- 3.7 Further details of the design evolution are contained within the Design and Access Statement which details how the final development proposals have been progressed.

Use and Amount

- 3.8 The Whitworth Street West residential development proposals will include:
- 327 Build to Rent residential apartments, divided into:
 - 119 No. 1 bed apartments
 - 208 No. 2 bed apartments
 - Roof top use – facility which can be hired out to residents as an entertainment event space
 - Servicing and management facilities including reception and concierge areas, management office, lower ground floor back of house facilities and waste stores; and
 - 80 cycle parking spaces.
- 3.9 The quality and mix of the product and the variety of resident amenity facilities, built to best practice design standards, have been designed in line with the Build to Rent model.

Space Standards / Life Time Homes

- 3.10 Firstly, all apartments in the proposed scheme meet the 16 criteria required to achieve Lifetime Homes approval. The design of the apartments has taken into account London Housing Design Guide (LHDG) as a springboard to integrate as much best practice guidance as is practicable in the case of the build for rent model. This therefore takes into account the target relatively young demographic for this type of product in this location and the fact that shared amenity spaces, communal areas, and additional storage areas are provided outside of the apartments,. Section 5.7 of the Design and Access Statement provides further details. Whilst all the criteria from this guidance document cannot be met, taking into account the nature of this product,; the design has been carefully considered and evolved to ensure that the apartments make best use of space afforded to them.

Layout and Orientation

- 3.11 The building has been developed to ensure the most efficient use of space whilst providing the facilities in keeping with the Build to Rent model. These facilities include a 24 hour concierge, workspace, lounge area, gym, and entertainment spaces including a roof top terrace.
- 3.12 The building comprises one 35 storey building facing onto Whitworth Street West. The building can be divided into 6 components:
- Basement – location of water tanks and associated pumps;
 - Ground Floor and First Floor - contains the entrance and reception area, residential amenity, back of house and servicing areas.
 - Second and Third Floors - contains apartments, storage and plant spaces.
 - Floors four to eighteen and twenty to thirty four - contains solely apartments.
 - Floor nineteen - contains apartments, plant and a structural outrigger.
 - Roof top level - will house a terrace and pavilion.

Scale

- 3.13 The height of the building is 116 metres from street level. The site is identified as a key site to showcase Manchester's ambition and a suitable location for a tall building. The Design and Access Statement provides further details on the 'cluster' of towers which is created by the 47 storey Beetham Tower, the 27 Storey Axis development, and the 35 storey proposals. There is the creation of a spiralling and changing relationship between the three that would provide an exciting vision for Manchester. Additional information regarding scale is contained within section 5 of this statement.

External Appearance

- 3.14 Whilst the local context is a mixture of materials and styles from Victorian to contemporary including both brick and metal cladding, there is common palette of warm reds, buff oranges/reds, golden yellows and rich bronzes. The external façade of the building incorporates colours and materials which respond to the immediate context.
- 3.15 The main volume of accommodation facing north and south will be clad in a unitised system and will be a mixture of three panel types:
- Large floor to ceiling height clear glazed flush fixed windows
 - Flush fixed solid metal polyester powder coated (PPC) metal cladding in a bronze colour.
 - A flush fixed perforated or louvred PPC metal panel in a bronze colour with an openable vent behind.
- 3.16 The building has a solid dark grey outer frame with slot windows which presents a strong east and west facade. The contrast between the solid east and west to the open north and south facade has a strong Mancunian influence found in many Victorian buildings as well as the mid-century towers of City Tower and Manchester One. The glazed and bronze box is inserted into this frame. The solid and vent panels are aligned vertically and are consistent between the varying floorplates.

- 3.17 Metal fins run in front of the solid panels which give a pin strip of depth to the facade and emphasize the verticality. The two widths of windows describe the hierarchy between the living and bedrooms.
- 3.18 The south side of the building contains the core. The core projects past the accommodation. The development proposes a simple and elegant solution to express and articulate the core rather than attempt to hide it.
- 3.19 The four storey base and 6m roof terrace provide a classical order a base, middle and top to the building. The base to is fully glazed to the north to present an active frontage to Whitworth Street West and predominantly solid to the south to respond to the harsh environment of the viaduct. The roof pavilion is similarly fully glazed to the north and south to articulate the top.

Access and Servicing

- 3.20 Pedestrian access to the building will be via Whitworth Street West. There is also a separate access for cyclists to the dedicated cycle store off Cameron Street. Servicing will take place from Cameron Street. A drop off bay is also proposed on Cameron Street for deliveries and taxi drop offs.
- 3.21 The entrance doors will have level threshold and good lighting to enhance security. The entrance is recessed to be clearly articulated. All access controls will be within reach to all users and the doors are likely to have to be powered to assist entry.
- 3.22 All residential apartments and amenity spaces will be accessed via large passenger lifts and the stairs are designed to disabled access standards.
- 3.23 A drop off bay is proposed located on Cameron Street which will be used for grocery and postal deliveries as well as for taxi drop offs,

Disabled Access

- 3.24 The design of the building allows easy and safe access into the building and to all areas within the building for disabled residents and disabled

visitors. The scheme will fully comply with the requirements of Approved Document Part M and the Equality Act.

- 3.25 A drop off location is proposed on Cameron Street with easy access to the main entrance. This drop off bay will afford level access on to the pavement.
- 3.26 The off-site car parking provision (as detailed in the sub sections below) will include the provision of disabled spaces.
- 3.27 The entrance doors will have level threshold and good lighting to enhance security. The entrance is recessed to be clearly articulated. All access controls will be within reach to all users and the doors are likely to have to be powered to assist entry.
- 3.28 A 24 hour concierge will be located adjacent to the entrance which has good visual connection for security, deliveries, and can assist visitors and residents if required.
- 3.29 All residential apartments and amenity spaces will be accessed via large passenger lifts. All stairs are designed to ambulant disabled standards. Internal corridors are 1500mm wide which are above the 1200mm minimum width suggested by London Housing Design Guide. The lifts are capable of carrying 17 persons and will have an internal dimension larger than required by BS 8300:2001.
- 3.30 The apartments will fully comply with the requirements of Approved Document Part M, the Equality Act and Lifetime Homes.

Waste Management

- 3.31 The building will house a central recycling and refuse area at the ground floor. Residents will bring their recycling or refuse down in the lifts and place it into the store in the appropriate containers.
- 3.32 The building manager / concierge will be able to monitor the situation periodically and ensure it is well managed. Direct access is provided from

the store onto Cameron Street. Collections will be made from Cameron Street twice weekly. The twice weekly collections have been developed in consultation with MCC highways and the EHO at MCC. The rationale for twice weekly collections is due to the large number of bins required given the number of residential units based on the GD04 MCC Waste Guidance. One weekly collections would result in all 33 refuse bins (as calculated using the GD04 Guidance) situated on the pavement during bin collection which was deemed unacceptable by MCC highways. The outcome was to instead have twice weekly collections resulting in half the number of bins located on the pavements during collection. Further details can be found in the accompanying Site Waste Management Strategy which is contained within the Design and Access Statement.

Parking

- 3.33 The site is unable to accommodate on site car parking due to its size and physical constraints. Off-site car parking will be provided in the existing surrounding car parks at a level of 40%. The off-site-parking strategy benefits the proposals by creating an active frontage onto Whitworth Street West and is also welcomed by Places Matter! as 'a sensible and welcome solution' to reflect the city centre context and constraints of the site. 80 on site cycle parking spaces will be provided within a secure cycle store room on the ground floor of the building. Cycles can be accommodated within the lifts, allowing access to the lower ground floor from the ground floor reception area.

Public Realm and Landscaping

Street level

- 3.34 The northern elevation is recessed to create a base for the building and create a wider and more generous pavement. The loading bay would be in a matching finish but in a thicker, different sized sett suitable for heavy vehicles.

- 3.35 The width of the existing alley in the east will be maintained affording access to the viaduct at the rear for Network Rail as well as maintaining the access and egress currently being used by the City Road Inn.
- 3.36 All pavements will be re-laid and will match the finish to Whitworth Street West with a specification and selection to be agreed with Manchester City Council.
- 3.37 The rear alley will be access controlled and afford access to the cycle store and bin store as well as a fire escape egress. This alley will be laid in a finish matching the public pavement to Cameron Street and Whitworth Street West.

Roof level

- 3.38 The landscape on the roof is a mixture of hard landscaping and soft landscaping. The main deck will be decked to provide outdoor seating.
- 3.39 Planters will be incorporated to provide a range of flora and will also help to define the boundaries to the terrace beyond which runs the BMU track. The plants along the north and south edges will be low level to soften views onto the BMU track whilst maintaining the city wide views. The planters against the east west and intermediate screens can be taller as they sit in front of solid fences.

Safety and Security

- 3.40 A Crime Impact Statement (CIS) has been prepared by GMP which confirms that the proposed scheme has been found acceptable. The Statement highlights positive aspects of the proposals which include:
- The proposed development will bring additional vitality to a currently unused site.
 - The development will benefit from a staffed concierge / security presence, located at a reception desk overlooking the main entrance, allowing staff to monitor people entering and leaving the building.

- Refuse and servicing functions have been designed so that they can be carried out without compromising the security of the site perimeter.

3.41 The Statement also identifies areas for further consideration. These include:

- Roof top use – issues in relation to access control - potential for guests from outside the building to gain access to residential floors or other parts of the building. The design of the area must also include measures to prevent any casual or deliberate disposal of glass, bottles or other projectiles over the side of the building.
- Postal theft – post boxes to be situated within the entrance lobby area so postal delivery staff do not have access to the whole of the building. Mail boxes to be easily monitored from the concierge desk and/ or covered by CCTV.

3.42 The statement prepared by GMP is submitted in support of the application and the comments have been considered by the joint applicants, who will factor these requirements into the management proposals for the occupied building.

4 Planning Policy

4.1 This section lists relevant adopted planning policy which has been considered as part of the preparation of the planning application. The review covers national and local planning policies as well as other relevant guidance, where appropriate.

4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the Plan unless material considerations indicate otherwise”.

4.3 In this case, the Development Plan comprises:

- Manchester Core Strategy.
- Manchester Unitary Development Plan Saved Policies.

4.4 In addition, at the national level and City Regional level, the National Planning Policy Framework, March 2012 (“NPPF”) and Greater Manchester Growth Strategy represent important further material considerations.

4.5 In addition, at the national level, related National Planning Policy Guidance 2014 (“NPPG”) represent important further material considerations.

4.6 The assessment in this section will demonstrate that the proposals are in accordance with Manchester’s Core Strategy the development plan, and can be defined as a sustainable development in line with the NPPF.

National Planning Policy

4.7 The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

4.8 In Manchester, the relevant development plan is the Core Strategy Development Plan Document 2012-2027 (the “*Core Strategy*”) adopted in July 2012, saved policies from the Manchester Unitary Development Plan (UDP), adopted in July 1995.

4.9 The policies within these documents relevant to the application proposals are considered in detail later on in this section.

National Planning Policy Framework

4.10 The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a ‘presumption’ in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

4.11 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and, widening the choice of high quality homes.

- 4.12 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.
- 4.13 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.
- 4.14 The scheme has been the subject of pre-application discussions with officers at Manchester City Council, Greater Manchester Police and Historic England as well as nearby businesses and residents.

Core Planning Principles

- 4.15 The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:
- be genuinely plan-led;
 - proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
 - always seek to secure high quality design and a good standard of amenity;
 - take account of the different roles and character of different areas;
 - support the transition to a low carbon future in a changing climate and encourage the reuse of existing resources;
 - encourage the effective use of land by reusing land that has been previously developed; and,
 - promote mixed use developments, and encourage multiple benefits from the use of land.

- 4.16 Paragraphs 19 and 20 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.
- 4.17 Section 1 (Paragraphs 18 to 22) is entitled 'building a strong, competitive economy'. It emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system. In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.
- 4.18 The proposals will bring into active economic use a site which has been previously obtained consent in 2009 and add to the regeneration of this area of the City Centre.
- 4.19 The proposals will deliver a landmark new residential apartment which, in line with the core planning principles, encouraging the effective re-use of land. The development will be of high design quality, creating a dynamic and interesting building whilst remaining respectful to the surrounding environment.

Promoting Sustainable Transport

- 4.20 Chapter 4 of the NPPF deals with the promotion of sustainable transport. Paragraph 30 highlights that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 4.21 Paragraph 35 states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.
- 4.22 In line with NPPF policy, the location and design of the scheme exploits opportunities for the use of sustainable transport modes. The location of the site within walking distance of Bus, Rail and Metrolink Stations

maximises the opportunity for residents to utilise existing sustainable transport infrastructure.

- 4.23 The proposed development will encourage the use of public transport, and reduce reliance on the car due to the site's excellent links to public transport as detailed in the accompanying Transport Statement and inclusion of a secure cycle store for 80 cycles.
- 4.24 The application site is very conveniently located for shopping, leisure facilities and employment. It is also highly accessible for pedestrians and cyclists.
- 4.25 In summary, the application proposals fully accord with the objectives of NPPF's sustainable transport policy.

Requiring Good Design

- 4.26 The Government attaches great importance to design, as a key aspect of sustainable development (Paragraph 56). As such, the NPPF encourages support for proposals for new development that are designed to:
- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and

- be visually attractive as a result of good architecture and appropriate landscaping.

- 4.27 The Design and Access Statement prepared by 5 Plus, which has been prepared in support of this application, outlines the key design drivers and philosophy for the building.
- 4.28 The development will incorporate energy saving strategies to limit the use of energy, and will achieve equivalent to Code for Sustainable Homes Level 4. However, following the Government Ministerial Statement issued on 25 March 2015, Code for Sustainable Homes has been removed. As a result, Local Planning Authorities can no longer enforce any current policy requirements requiring compliance with the Code, other than for water and energy efficiency targets.
- 4.29 It is therefore inferred that the wider Code Level 4 requirements of the MCC Core Strategy are no longer a material consideration and cannot be stipulated as a planning condition. The Applicant has, however, chosen to pursue the preparation of Code Pre-assessments in order to ensure that the principles of the Code inform the ongoing development of the Proposals before new guidance is implemented.
- 4.30 A Crime Impact Statement is submitted in support of the proposals. This identifies that the design of the proposals are consistent with the current principles and standards of 'Crime Prevention through Environmental Design', and that they contain many positive features that reduce opportunities to commit crime.

Promoting healthy communities

- 4.31 The NPPF advises that the involvement of all sections of the community in the development of Local Plans and in planning decisions is critical to the promotion of healthy communities.
- 4.32 The proposals have been the subject of consultation and collaboration which has informed the evolution of the scheme at every stage.

- 4.33 Paragraph 69 advises that the planning system should aim to achieve places which promote:
- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
 - safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
 - safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
- 4.34 The design of the scheme seeks develop residential communities through the various residential amenity facilities provided as part of the proposals encouraging residents to interact with one another. The proposals incorporate features which minimise opportunities for crime and disorder and is supported by a Crime Impact Statement as noted above.

Meeting the challenge of climate change

- 4.35 In respect of climate change, paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:
- plan for new development in locations and ways which reduce greenhouse gas emissions;
 - actively support energy efficiency improvements to existing buildings; and
 - when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.
- 4.36 Further to this, paragraph 96 states that local planning authorities should expect new development to:

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the Applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

- 4.37 The Environmental Standards Statement demonstrates that the development will accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

Conserving and enhancing the historic environment

- 4.38 Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance sufficient to understand the potential impact of the proposals on their significance.
- 4.39 In determining applications, the following considerations should be taken into account:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 4.40 Where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

- 4.41 A full consideration of the impact on the historic environment is set out in the Heritage Assessment prepared by Stephen Levrant: Heritage Architecture and accompanies this application. The Assessment concludes that:
- The subject site is not of sufficient architectural or historic interest to warrant listing, or be considered as a non-designated heritage asset.
 - The subject site is not within a conservation area but is adjacent to numerous heritage assets, including the Castlefield Conservation Area
 - The appraisal of the character areas surrounding the subject site demonstrated poor pedestrian environments and a capacity for change.
 - Assessment of the potential visual impact of the proposed development has demonstrated that there would be an overall minor beneficial impact of the scheme on the wider townscape.
 - It is considered that the exceptional quality and design of the Proposed Development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm that may be revealed, and will sustain the heritage values of the identified heritage assets.
- 4.42 In the context of Paragraph 134 of the NPPF, it is demonstrated that the proposed development will not result in any harm, in terms of visual impact on the character and appearance, on surrounding heritage assets. The proposed development will introduce a new feature to the city skyline signifying presence and activity within a key gateway site, delivering high quality apartments that will contribute to the housing supply needed to support Manchester's projected economic and population growth estimates. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development. The proposals are supported by the response received from Historic England, appended to this Statement, which states that the proposal will not harm the significance of the identified heritage assets.

Ensuring the Vitality of Town Centres

- 4.43 The NPPF seeks to promote competitive town centre environments and sets out policies for the management and growth of centres. The site is located within Manchester City Centre and is situated in close proximity to a range of modes of public transport, which will assist in reducing the need for travel by car and ensure that employment opportunities can be accessed by a wide range of the population helping to improve social inclusion. Proximity to Manchester City Centre's range of services means that access can be achieved without generating further car borne trips.
- 4.44 The proposals will support the economic growth and vitality of Manchester City Centre, as described in the introductory sections of this report.

Delivering a wide choice of high quality homes

- 4.45 Section 6 of the NPPF sets out policy surrounding on housing. In particular, Paragraph 50 of the NPPF is relevant and states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:
- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
 - Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
 - Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

- 4.46 The proposals meet the aspirations set out in Paragraph 50 through providing an efficient, high-density development that will bring 327 apartments which will comprise one, and two bedroom apartments in a sustainable location within the heart of Manchester City Centre.
- 4.47 Manchester is a rapidly growing city with one of the highest population growth rates in the UK twinned with a strong economic resurgence post-recession. Both of these factors combined mean that significant investment in housing is required and, as importantly, it is required to be in the most suitable locations. The City Centre is the biggest source of jobs in the region and schemes that service its needs in terms of providing suitable accommodation should be supported. As identified in the draft Residential Growth Prospectus, developing a quality private rented sector (PRS) – good quality, well managed accommodation to rent makes an important contribution to the city's housing - accounting for over half of all economically active households in the city centre and fringe.

Summary of National Guidance

- 4.48 The application proposals accord fully with the key tenets of relevant National Planning Policy. The proposals will provide a high quality residential development in an accessible City Centre location that will integrate with and support existing surrounding uses.
- 4.49 The proposals are of the highest design quality and will create a dynamic and interesting building whilst complementing the surrounding area, and help to revitalise this area of the City Centre.
- 4.50 The scheme has excellent sustainability credentials and accords fully with Government's objective of encouraging sustainable development. The application site is located on previously developed land within the City Centre and easily accessible by a range of modes of public transport. The proposals aspire to achieve Code for Sustainable Homes Level 4.

National Planning Practice Guidance

- 4.51 The National Planning Practice Guidance (NPPG) was finalised in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the document fits in the wider objectives of the current coalition government's attempt to make the planning system simpler, clearer and easier for people to use. This guidance was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012 which considered ways to streamline policy.

Design

- 4.52 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.
- 4.53 With particular reference to housing design issues the NPPG sets out that well-design housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Additionally parking should be given consideration with there being several different approaches that can support successful outcomes such as on-street parking, in-curtilage parking and basement parking.
- 4.54 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 4.55 The proposed development represents a well-designed solution for the site. The proposals are backed up and influenced by a strong pre-

application consultation strategy including liaison with Historic England and Manchester City Council. Additionally, the application has been presented to Places Matter. As illustrated in their formal response dated 11th March 2015 they support the proposal - 'Overall we are very supportive of this proposal' their detailed design comments provided in their formal responses have been helpful and addressed in the final design proposal.

Before Submitting an Application

4.56 This section sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

4.57 This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development;
- Discussion of possible mitigation methods against impacts of proposed development; and
- Identifying the information required to accompany a formal planning application.

4.58 The proposed development has been influenced by a comprehensive pre-application consultation strategy which is set out in the Statement of Community Consultation. The strategy has included liaison with many stakeholders in addition to the Local Planning Authority, including: Environmental Health, Highways, local Ward Councillors, Historic England, Greater Manchester Archaeological Advisory Services, and Places Matter! Greater Manchester Police, Transport for Greater Manchester and Network Rail. Location residents and business were also informed of the proposals through a consultation event.

Travel Plans, Transport Assessments and Statements in Decision Taking

- 4.59 The NPPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development.
- 4.60 Local Planning Authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis. The planning application is supported by a Transport Statement, Transport Addendum and Travel Plan prepared by AECOM which broadly states that the proposed development will not have a significant impact on additional traffic movements due to its favourable position within the City Centre and off-site only car parking strategy utilising existing surrounding car parks.

Viability

- 4.61 The NPPG sets out guidance on viability and references the NPPF Paragraph 173 which has regard to viability and decision making. The NPPG goes on to say that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, Local Planning Authorities should look to be flexible in applying policy requirements wherever possible.
- 4.62 The NPPG sets out three underlying principles for understanding viability in planning:
- Evidence based judgement: assessing viability requires judgements which are informed by the relevant available facts. Additionally, understanding past performance in relation to build rates and the scale of historic planning obligations can be a start point.

- Collaboration: a collaborative approach involving the local planning authority, business community, developers, landowners and other interested parties will improve understanding of deliverability and viability.
 - A consistent approach: local planning authorities are encouraged to ensure that their evidence base for housing, economic and retail policy is fully supported by a comprehensive and consistent understanding of viability across their areas.
- 4.63 In terms of viability and decision taking the NPPG sets out a number of sections detailing guidance for applicants and Councils. Broadly, it states that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This matter is considered further in relation to the Council's specific policy requirements in relation to Planning Obligations.
- 4.64 With particular reference to brownfield sites, the NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment.
- 4.65 To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:
- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use.
 - Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.
- 4.66 The application site is a brownfield site which obtained consent in 2009 for a hotel which did not come forward as a consequence of funding difficulties experienced during the economic downturn. The residential led proposals offer a viable alternative – as demonstrated in the submitted viability appraisal – and the applicant is committed to delivering the proposals on this basis,

Local Policy

Manchester Local Development Framework

- 4.67 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester.

Core Strategy

- 4.68 The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.
- 4.69 The document covers a period of 15 years and outlines the Council's vision for Manchester to 2027 along with the planning policies which will be used to deliver that vision. Relevant policies are summarised below.

Core Strategy Policy	Contribution and Benefits
Policy CC3 Housing – The City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027.	<i>The proposals will deliver 327 residential units within the City Centre contributing towards meeting overall housing targets in the Southern Gateway which is highlighted a key area for residential development under Policy CC3.</i>
Policy CC6 City Centre High Density Development – City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.	<i>The proposals are high density reflecting their highly accessible, City Centre location.</i>

Core Strategy Policy	Contribution and Benefits
Policy CC9 Design and Heritage Design – New buildings will need to be of the highest standard in terms of appearance and function. The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.	<i>The proposed development has been designed with due regard to principles of scale, height, massing, alignment, material and use, with a contemporary architectural idiom, which is consistent with contemporary development in this area and also the character and appearance of the wider townscape. The proposals will deliver a high density development which will enhance the architectural and urban qualities within and surrounding the subject site.</i>
Policy CC10 A Place for Everyone – The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.	<i>The units within the development will be a mix of one and two bedroom apartments which will appeal to a wide range of people from single professionals and young families to older singles and couples.</i> <i>Furthermore, the Build to Rent product being delivered will provide a further option for City Centre residents who are unable to enter the mortgage market, or wish to rent a high quality residential product.</i>
Policy H1 Overall Housing Provision – Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester. High Density developments (over 75 units per hectare) are considered appropriate the City Centre.	<i>There is a clear and identified need for additional housing within Manchester and the proposals will provide 327 units towards the annual requirement for housing within the City.</i> <i>This site will contribute towards the ambition that 90% of new housing be built on brownfield sites as the site was previously developed and is currently vacant and in poor</i>

Core Strategy Policy	Contribution and Benefits
Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. 90% of housing will be on previously developed land. New developments should take advantage of existing buildings where appropriate ... if this is not possible development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings. Proposals for new residential development should take account of the need to:	<i>condition.</i> <i>The proposals are situated within the City Centre and the mix of units (one and two bedroom apartments) within the building is appropriate for the area. The form and type of the proposed development will meet the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast⁴.</i> <i>The site is in a sustainable location within the City Centre and ideally located within close proximity to a number of key transport routes, as outlined earlier within this document.</i>
Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations. Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for	
⁴ Ancoats and New Islington NDF, October 2014.	

Core Strategy Policy	Contribution and Benefits
useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation. Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development. Prioritise sites which are in close proximity to centres or high frequency public transport routes. Take account of any environmental constraints on a site's development (i.e. flood risk) Be designed to view privacy to both its residents and neighbours.	
Policy H8 - Affordable Housing – affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options. The proportion of affordable housing units will reflect	<i>A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of the proposed development to contribute towards affordable housing within the city. The Appraisal demonstrates that the proposed scheme is viable and capable of being considered; however, the appraisal cannot support affordable housing. The architecture and external appearance of the building has been maximised within the viability constraints of the development appraisal.</i>

Core Strategy Policy	Contribution and Benefits
the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment. Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: There is a very high level of affordable housing in the immediate area; There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes; Affordable housing would be prejudicial to the diversification of the existing housing mix. The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within	The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; The Build to Rent model cannot support an element of affordable housing, given that it will remain in single ownership and be subject to uniform servicing, maintenance and management costs. It would financially undermine significant development proposals critical to economic growth within the City; and, The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

Core Strategy Policy	Contribution and Benefits
existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; It would financially undermine significant development proposals critical to economic growth within the City; The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.	
Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance	<i>The Design and Access Statement and Environmental Standards Statement submitted in support of this application demonstrate the urban design and environmental analysis which has underpinned the evolution of the preferred, carefully considered design proposals for the site.</i>

Core Strategy Policy	Contribution and Benefits
and improvement of the City's permeability should be considered in all proposals.	
Policy EN2 Tall Buildings – Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they: - Are of excellent design quality. - Are appropriately located. - Contribute positively to sustainability. - Contribute positively to place-making. - Will bring significant regeneration benefits. A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can be easily served by public transport nodes. Tall buildings can have an impact on the local environment and its microclimate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive,	<i>The proposals are for a 35 storey building which is taller than the majority of buildings with the surrounding area. As highlighted previously the site has previously obtained consent for an 18 storey hotel, which lapsed in 2012. The buildings in the area vary in height, ranging from 3 and 4 storeys up to the Beetham Tower at 47 storeys. The site is also adjacent to the consented 28 storey Axis building. As such, the application is supported by a Tall Building Evaluation in accordance with Historic England and CABE Guidance in Section 5 of this Statement.</i> <i>This Evaluation concludes that the proposed building is of exceptional design quality and is appropriately located within the Southern Gateway of the City Centre, providing an iconic building in a key location, historically identified as a natural location for a landmark tall building. The site has excellent accessibility to public transport facilities.</i> <i>The proposals will incorporate sustainability measures as set out in the supporting Environmental Standards Statement and Energy Strategy, and will achieve Code for Sustainable Homes Level 4.</i> <i>The application is supported by an Environmental Statement, which incorporates assessments in relation to sunlight / daylight</i>

Core Strategy Policy	Contribution and Benefits
pedestrian friendly local environment.	<i>and wind.</i>
It will be necessary to for the Applicant to demonstrate the proposals for tall buildings are viable and deliverable.	<i>The proposals have been developed to deliver a viable and deliverable product and Brigantes Ltd has a commitment to deliver and manage the development on occupation. Further details on the management of the building upon completion are contained within the accompanying Residential Management Plan.</i>
Policy EN3 Heritage – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.	<i>The existing building on the application site is not of sufficient architectural or historic interest to warrant listing, or be considered as a non-designated heritage asset. The subject site is not within a Conservation Area but is adjacent to numerous heritage assets, including the Castlefield Conservation Area. The appraisal of the character areas surrounding the subject site demonstrated poor pedestrian environments and a capacity for change. Assessment of the potential visual impact of the proposed development has demonstrated that there would be an overall minor beneficial impact of the scheme on the wider townscape.</i>
New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.	<i>It is considered that the exceptional quality and design of the Proposed Development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm that may be revealed, and will sustain the heritage values of the identified heritage assets.</i>

Core Strategy Policy	Contribution and Benefits
	<i>Further information can be found in the Heritage Statement submitted as part of this planning application.</i>
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq.m will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development	<i>The development will comply with the CO₂ emission reduction targets set out in Table 12.1 of Policy EN6 in the Core Strategy.</i>
Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	<i>The Energy Statement submitted as part of this planning application provides full details in respect of how the building has been designed to consider adaptability in relation to climate change.</i>
Policy EN14 Flood Risk	
In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).	<i>The site falls within Flood Zone 1 and is less than 1 hectare. A Flood Risk and Drainage Statement accompanies the application.</i>
In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an	

Core Strategy Policy	Contribution and Benefits
appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.	
All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.	
Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	<i>The Design and Access Statement and Waste Management Strategy details how both construction and operational waste will be dealt with.</i>
Policy T2 Accessible Areas of Opportunity and Need - The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.	<i>The site is situated within the City Centre and lies within close proximity to Manchester Piccadilly Rail station which provides direct connections to the airport and UK cities. The expansion of the Metrolink will also provide further connections around Greater Manchester.</i> <i>A Transport Statement, Transport Addendum and Travel Plan are submitted with this application demonstrating the</i>

Core Strategy Policy	Contribution and Benefits
Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	<i>appropriateness of the location and the minimal impact that the development will create in terms of extra traffic.</i>
Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	<i>Various supporting documents have been submitted detailing how the proposals have regard for issues that might impact on the surroundings.</i>

Saved Policies of the Manchester Unitary Development Plan (1995)

4.70 Whilst the Core Strategy superseded a large number of policies set out in the UDP several were 'Saved' in 2012 and are still in effect today.

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
Policy DC7 New Housing Development - The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.	<i>The proposals will be accessible for disabled people and provide a wide mix of 1 and 2 bed apartments. Further information is contained within section 5 of this Statement and the Design and Access Statement.</i>
DC26 Development and Noise - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider	<i>The development will provide residential apartments in a mixed use area.</i> <i>Noise during the construction process will be managed through the implementation of a</i>

both:	<i>Construction Management Plan which will enforce times of working etc. as to cause minimal disruption to residents within the local area.</i>
a. the effect of new development proposals which are likely to be generators of noise; and	
b. the implications of new development being exposed to existing noise sources which are effectively outside planning control	
New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.	

Guide to Development in Manchester SPD (2007)

- 4.71 The Guide to Development SPD sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards are set out in the table below.

Guide to Development in Manchester Policy	Contribution and Benefits
Buildings height should be carefully considered It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.	<i>The proposals are considered to be at an appropriate height for the area. The supporting documents namely Sunlight / Daylight and Wind Assessments assess the impact of the proposals.</i>
New developments should maximise access for disabled people The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.	<i>The design of this building has developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled residents and their visitors. Further information is provided within the supporting Design and Access Statement.</i>

5 Site Specific Planning Issues

- 5.1 This section sets out the site specific planning issues that should be considered in the assessment of the proposals.

Principle of Residential Development

- 5.2 The proposed development site has previously obtained Planning Permission for a hotel scheme which lapsed in 2012 following the economic downturn in the market. Residential development of the site provides an opportunity to replace a long term vacant site with a high quality landmark building in this key gateway location
- 5.3 The principle of residential development has been clearly demonstrated and will further support the City's emerging residential growth prospectus and housing delivery strategy as well as supporting the City's wider economic growth strategy.

Waste Management and Servicing

- 5.4 A refuse and recycling strategy is contained within the Design and Access Statement.
- 5.5 Please refer to Section 5.5 of the Design and Access Statement which contains a plan of the location of the bin stores for the residential apartments.
- 5.6 The bins will be stored within the building at ground floor and pulled to the service bay on Cameron Street by the building managers for collection.
- 5.7 To facilitate a weekly collection, the number of bins required under MCC guidelines GD04 for the 327 apartments amounts to:

- Refuse – 33 no. bins 1100 L
- Pulpable materials – 17 no. bins 1100 L
- Co-mingled – 17 no. bins 1100 L
- Organic Waste – 7 no. bins 240 L

- 5.8 Following consultation between Transport Consultants, Aecom and MCC Highways, the volume of bins required to be placed by the side of the road for a once weekly collection was deemed unacceptable by Highways. Therefore a twice weekly collection using a private contractor is proposed.
- 5.9 As the refuse and recycling is being collected twice as often, the proposal is to house half the amount of bins. The number of bins proposed is still providing pro rata the same volume of waste per apartment per collection as stated in GD04.
- 5.10 The proposed development provides:
- Refuse -16 no. 1100L refuse containers + 2 no. 240L refuse containers
 - Pulpable materials – 8 no. 1100L refuse containers + 1 no. 240L refuse containers
 - Co-mingled materials – 8 no. 1100L refuse containers + 1 no. 240L refuse containers
 - Organic waste - 4 no. 240L refuse containers
- 5.11 Private refuse collections will be managed through a Servicing Management Strategy.
- 5.12 There will be a full time, 24 hour on-site building management team, therefore there will always be someone on hand to manage the bins and a member of staff can act as a banksman to assist with vehicle manoeuvres.
- 5.13 This strategy and approach has been agreed with Highways and the Environmental Health Officer at MCC. Further details and correspondence are contained within the accompanying Statement of Community Consultation, Design and Access Statement and Transport Statement.

- 5.14 The loading bay will be used for deliveries servicing the building and residents (typically expected to be food type deliveries). Suitable Traffic Regulation Orders will be put in place to control duration of stay etc.
- 5.15 The building servicing deliveries will be defined in a Servicing Management Strategy. Regarding the frequency of non-regular resident's deliveries, whilst these are difficult to quantify, it should be noted that there are nearby existing on-street parking bays and therefore multiple deliveries could be accommodated. The proposed loading bay is 9m x 2.5m and can accommodate a 7.5 tonne box-van.
- 5.16 Details regarding turning circles and tracking diagram are contained within the Transport Statement.

Crime

- 5.17 A Crime Impact Statement has been prepared by Greater Manchester Police: Design for Security and is submitted as part of this planning application.
- 5.18 The Statement highlights positive aspects of the proposals which include:
- The Development will bring additional vitality to a currently un-used site.
 - The development will benefit from a staffed concierge / security presence, located at a reception desk overlooking the main entrance, allowing staff to monitor people entering and leaving the building.
 - Refuse and servicing functions have been designed so that they can be carried out without compromising the security of the site perimeter.
- 5.19 The Statement also identifies areas for further consideration. These include:
- Roof top use – issues in relation to access control as there is potential for guests from outside the building to gain access to residential floors or other parts of the building. The design of the area will also include measures to prevent any casual or deliberate disposal of glass, bottles or other projectiles over the side of the building.

- Postal theft – post boxes will be situated within the entrance lobby area so postal delivery staff do not have access to the whole of the building. Mail boxes will be easily monitored from the concierge desk and/ or covered by CCTV.

- 5.20 A full response to the matters raised by the Design for Security team is provided within the Statement of Community Involvement and within the Design and Access Statement.

Environmental Considerations

Heritage and Visual Impact

- 5.21 A Heritage Statement has been prepared by Heritage Architecture in support of the planning application, including a Visual Impact Assessment. In addition, a chapter on the Historic Environment forms part of the ES.
- 5.22 The Statement appraises identified features of the historic built environment within the context of the application site providing a description of their significance in order to understand the potential impact of the proposals. The Statement is presented to accord with the national policy requirement of NPPF paragraph 128, to describe the significance of the heritage assets affected and the consequent potential impact of the proposed development.
- 5.23 The subject site is not located within a Conservation Area but is sited close to the eastern boundary of the Castlefield Conservation Area. The area surrounding the site contains a number of listed buildings. Due to the nature of the urban development within the study area, it is considered that development of the subject site could have the potential to affect the setting of 14 listed structures. Additionally, whilst the City Road Inn is not a designated heritage asset, it is considered to be of local streetscape value. The Heritage Assessment, which also appraises the existing character of the environs to the site, demonstrates that the current sense of inactivity and dereliction to the south side of Whitworth Street West was not mitigated by the presence of the City Road Inn. It was concluded that

there was the capacity for change in this area that would enhance the streetscape, providing uplift to the area and enhancing the setting of the City Road Buildings Inn.

- 5.24 Further information is contained within section 6 of this Statement and the Historic Environment chapter of the ES.
- 5.25 12 key views have been assessed as agreed by Historic England and Manchester City Council. The Visual Impact assessment which was undertaken concludes that the proposed development will result in nine instances of negligible impact and three instances of minor beneficial impact. It is considered that the exceptional quality and design of the Proposed Development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm and will sustain the heritage values of the identified heritage assets. The Proposed Development will maintain the character and appearance of the Castlefield Conservation Area, and introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development.
- 5.26 A positive response has been received from Historic England which highlights that the selected views provide a thorough assessment of the proposal within the context of the closet Grade II* Listed buildings to the site, namely, G-Mex and the Midland Hotel, both in terms of the individual scheme and also the combined impact of the Axis tower.
- 5.27 The pre-application response notes that at 35 storeys this is a larger scale proposal, however the form and mass of the G-mex and the architecture of the more distant hotel are of sufficient mass and scale, and have sufficient robustness within the street scene, to ensure that the proposal will not harm the significance of those heritage assets despite being within their setting. The correspondence received from Historic England is contained within the appendices.

Sustainability

- 5.28 The Environmental Standards Statement prepared by Hilson Moran highlights that the proposed development seeks to demonstrate best practice in sustainable design with a Code for Sustainable Homes assessment. The development has aspirations to achieve Code Level 4 of the Sustainable Homes standard based on the current design and specifications.
- 5.29 The application has been prepared based on Manchester City Council's validation requirements and therefore a pre-assessment has been prepared and is submitted as part of the planning application. However, following the Government Ministerial Statement issued on 25 March 2015, Code for Sustainable Homes has been removed. As a result, Local Planning Authorities can no longer enforce any current policy requirements requiring compliance with the Code, other than for water and energy efficiency targets.
- 5.30 It is therefore inferred that the wider Code Level 4 requirements of the MCC Core Strategy are no longer a material consideration and cannot be stipulated as a planning condition. The Applicant has, however, chosen to pursue the preparation of Code Pre-assessments in order to ensure that the principles of the Code inform the ongoing development of the Proposals before new guidance is implemented.
- 5.31 The development's energy consumption and therefore CO emissions will be minimised through the use of passive design techniques in conjunction with best practice plant and equipment and LZC technologies where appropriate.
- 5.32 Categorised in terms of an energy hierarchy, the following measures assist in achieving Level 4:
- Energy reduction
 - Highly insulated

- Moderate level of glazing (typically less than 40% of envelope area), depending on elevation
- 'Spectrally selective' solar control glazing
- Energy efficiency
 - Heat recovery
 - Low energy lighting
 - Photo switching and automatic dimming
 - Controls
 - High efficiency VRF systems for all common areas
- Renewable / LZC technologies
 - Hybrid system: 50% of the hot water demand will be led by Air Source Heat Pumps (ASHP).

5.33 Regarding transport, the site is located close to Manchester city centre and benefits from the public transport network. Deansgate and Oxford Road railway stations are within a short walking distance – 200m and 500m respectively - and Deansgate is a 125m walk from the site.

5.34 80 secure cycle spaces are provided. The site is ideally located for cyclists as there are bi-directional cycle paths on Whitworth Street West which connect cyclists to local surrounding areas.

5.35 The site is also surrounded by good quality pathways for pedestrian access which are well lit with signalised pedestrian crossings.

5.36 Further information is contained within the ESS and Energy Statement, both prepared by Hilson Moran.

Construction Methodology and Programme

5.37 The Construction Methodology and Programme chapter of the Environmental Statement, prepared by project managers Capita, describes the proposed construction programme and key activities that will be undertaken.

5.38 The construction programme will run approximately 34.5 months within which there will be elements of demolition, ground works, foundations, frame construction, facade cladding and internal fit out. The procurement of the Works will determine the start on site date. The target practical completion date is May 2019. The likely timing of the principal elements is set out in the table below:

Construction Phase	Description of Activity	Duration
1	Demolition	3.5 months
2	Groundworks and Foundations	4.5 months
3	Frame Construction	19 months
4	Facade Cladding	14 months
5	Internal Fit Out to Completion	19 months

5.39 There will be a degree of overlapping and concurrent running of these activities within the overall 34.5 month programme.

5.40 It is assumed that the site will work normal hours between 7.30am to 6.00pm Monday to Friday, and 8am to 2pm on Saturdays. Works that are necessary outside of these hours will be agreed in advance with the City Council. Beyond this, any other out of normal hours working will be largely confined to internal fit out works.

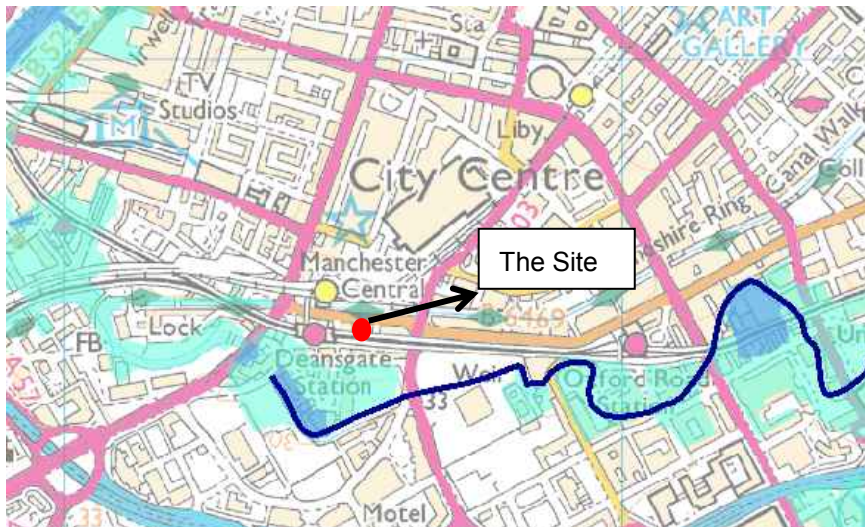
5.41 The site is in close proximity to neighbouring properties, and the appointed principal contractor will adhere to the agreed working hours in order to protect residential amenity.

5.42 Details of site logistics including traffic, and parking are contained within chapter 5 'Construction Methodology and Programme' of the

Environmental Statement (ES). Also contained within chapter 5 of the ES are details of the discussions with Network Rail.

Flood Risk and Drainage

- 5.43 The Site lies within Flood Zone 1 and as such is at low risk of flooding from rivers or sea, as shown in the figure below.



- 5.44 The site is less than 1 hectare and therefore falls below the threshold for the requirements of a Flood Risk Assessment. The Flood Risk and Drainage Statement prepared by RoC consulting however has been prepared in accordance with the requirement of the NPPF and the associated Planning Practise Guidance.
- 5.45 As the designation of the site is Flood Zone 1 all uses are considered acceptable
- 5.46 In referring back to table 3 of the NPPF Guidance notes the compatibility of the proposed usage with the defined flood zone is confirmed as acceptable and that the sequential and exceptions tests do not apply. The risk of Pluvial Flooding is therefore considered low.

- 5.47 Alternative forms of flooding occur typically from overland flows, Fluvial Flooding or from sewers within the vicinity of the development which are operating in excess of their available capacity.

- 5.48 Fluvial Flooding occurs through the generation of surface water flows from impermeable surfaces. These flows will follow the general topography of the site and can result in building inundation if the topography channels the water towards it. Fluvial flooding is mitigated through the development of a site levels strategy that conveys any surface water flows away from the building.

- 5.49 The risk of Fluvial Flooding is therefore considered low.

- 5.50 The surcharging of sewers and the general capacity of the adopted sewer network within Manchester City Centre is considered to be a flood risk and the whole area is defined as being a critical drainage network. However as we are not increasing the catchment area and United Utilities have carried out a preliminary review of the proposed the risk of flooding from sewers is therefore considered low.

Surface Water

- 5.51 The Flood Risk and Drainage Statement submitted in support of the application highlights that United Utilities has advised that because of the lack of space on site and the fact that there is the intention to provide a full basement, they would consider the development as if it were as a change of use. Therefore this means that there is no requirement to reduce the discharge limits, based on the fact that there is no increase in the drained catchment area.
- 5.52 All surface water runoff from the development will therefore follow the current strategy; namely water is collected at roof level conveyed through the building via a series of rainwater pipes before discharging into the adopted sewer network.

Foul Water

- 5.53 As with the surface water it is the intention that the foul water created by the building is collected via a series of soil vent pipes before discharging into the adopted sewer network. With both the foul and surface water sewers, it is the intention to reuse the existing connection points where possible.

Ground Conditions

- 5.54 A Phase 1 Report has been prepared in support of the application by RoC Consulting. A copy of the Phase 1 Report is submitted as a standalone document as part of the planning application.
- 5.55 The report concludes the Site was formerly developed from terraced housing to comprise a Hardware Warehouse around the turn of the 20th century, remaining in this configuration through until the present day.
- 5.56 The report assesses the potential sources of contamination all of which pose a low risk. One exception to this is with regard to off-site sources in which a low-medium risk is posed. This is as a result of a number of potentially contaminative industrial activities known to have taken place in close proximity to the site.
- 5.57 It is noted that the Site contained a number of theoretical geo-environmental risks, however site investigation works completed by WSP in 2009 in support of the hotel application failed to identify any specific concerns with respect to soil quality or ground gas ingress. It is noted the scope of the 2009 WSP assessment centres on the redevelopment of the Site for use as an 18 storey development, and that the much larger 35 storey scheme will introduce much greater loads to the underlying Sandstone Bedrock. As such the Phase 1 Report recommends a supplementary programme of Site investigation works be completed to further investigate the strength and quality of underlying bedrock at depth beneath the Site. Consideration should also be given (where possible) to establishing the foundation design and construction of the adjacent

Network Rail viaduct, as well as those within the existing building, to further refine understanding about their design and construction.

Archaeology

- 5.58 The University of Manchester Archaeology Unit (UMAU) prepared a Desk Based Assessment (DBA) and Building Appraisal in January 2009 to accompany the previously consented scheme on the Site. The report highlights that the study area was first developed between 1818 and 1824. The present warehouse building was erected in 1902 and modified in 1926 and more radically in 1960 and again in 1990-92. While the building was something of a rare type, key elements of the original design have been removed by later modifications. The report states that it is probable that the study area contains no remains other than the present standing building. In consequence, no further archaeological work is recommended for the Development. No further development has taken place on the site following the 2009 report.
- 5.59 Following the 2009 Report, the applicant has discussed the findings with Greater Manchester Archaeology Advisory Service (GMAAS) who are in agreement with the conclusions, and consider that no further archaeological mitigation is required for this development site. GMAAS have prepared a formal letter stating that there is no further archaeological interest, which is submitted with the application.

Wind

- 5.60 Urban microclimate has undertaken a Wind Microclimate Study which considers two scenarios, scenario 1 with the proposed building relative to existing, and scenario 2, the proposed development with the consented adjacent axis tower to assess the cumulative impact.
- 5.61 The report concludes that conditions are suitable for intended uses within the site and surrounding area at ground level. Further information is contained within the following chapter and also the Wind chapter of the ES

Sunlight / Daylight

- 5.62 A detailed modelling study has been carried out by Watts as part of the Environmental Impact Assessment of the proposed development, to assess the likely significant effects of the proposals on sunlight, daylight and overshadowing for surrounding buildings. The report advises that the neighboring residential properties most likely to be affected by the proposals are the Ropeworks located directly to the south, and the Hacienda located to the north east. It therefore proceeds to assess the windows most likely to be affected by the development in each location for loss of daylight and effects on sunlight and overshadowing.
- 5.63 The assessment is undertaken on the basis of Guidance on the loss of light to existing buildings following construction of new development contained within the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice'. This report is widely used by local authorities to help determine planning applications. The assessment has been carried out with reference to the second edition of the report, which was published in October 2011.
- 5.64 The conclusions drawn from the BRE report should take into account the fact that the BRE guidelines state that its own numerical guidelines 'should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In certain circumstances the developer or planning authority may wish to use different target values. For example in a historic city centre a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
- 5.65 The guidance is advisory in nature and is intended to assist with good design. There is no formal requirement to comply with the advice it contains. Indeed, this flexibility is often applied in city centre locations. In the case of Manchester the need for flexibility has been driven by the need to ensure that the regeneration and economic potential of the principal economic driver for the entire Manchester City region (Manchester City Centre) is protected and that sites are not unnecessarily sterilised. The interrelationship of new buildings to existing residential properties throughout the city centre bears out this socioeconomic context, including for example the relationship between the Ropeworks and Hacienda in close proximity to the subject site.
- 5.66 Daylight has been assessed regarding the Vertical Sky Component (VSC) and Daylight Distribution (DD). The results of assessment illustrate that there is a reduction in the levels of the existing VSC from the baseline position. However, the results are considered to be typical for an urban environment. Regarding DD, the majority of the rooms overlooking the development in the adjacent properties satisfy the BRE Guidance, which is considered to be good for a city centre environment.
- 5.67 With regard to assessing sunlight, BRE Report 209 provides recommendations for the assessment of the effect on sunlight enjoyed by individual windows. The results of the assessment identify 88% of the relevant windows are able to meet the BRE recommendations in respect of both annual and winter sunlight hours not being reduced by more than 20%. Over 91% of the windows are able to achieve the BRE recommendation for the annual sunlight hours and winter sunlight separately; but not both times of the years. Whilst there are windows which have a reduction in sunlight, given the city centre environment this is considered to be good.
- 5.68 In terms of overshadowing, of the 20 balconies tested half do not meet the BRE criteria. However these balconies are set back within the line of the building; as a result the balconies are reliant on mid to late afternoon sunlight to achieve the BRE recommendations; the recessed design prevents the sunlight from the south from reaching the balconies. The Development has the effect of interrupting part of the mid afternoon sunlight to the western balconies and reduces the amount of the balcony receiving 2 hours of sunlight to approximately half of the former value. Evening sunlight is maintained however.
- 5.69 For ground shading analysis the BRE recommends that gardens and other amenity spaces be considered, therefore the consideration of Hewitt Street immediately to the rear of the site does not fall within the recommended spaces to assess. Nevertheless, due to the sun path and positioning of the building at the north of Hewitt Street, the impact on shadowing over Hewitt

Street to the south of the site is not expected to be significantly greater than is currently experienced as a consequence of the existing building and viaduct.

- 5.70 In summary, whilst the development does result in some effect on the neighbouring residential properties, these are considered typical for an urban city centre environment. In the context of the city centre setting it is considered that the overall impact of the proposed development is comparable to other high rise developments in the City. Further details of the assessment undertaken as the results are presented at chapter 10 of the Environmental Statement.

Television

- 5.71 A Television Reception Survey has been carried out by GTech in respect of the Development and is submitted in support of the application.
- 5.72 The survey shows that in general, building use around the Development is a mainly for commercial use. All signal receive antenna systems are mounted on rooftops, ensuring optimal reception conditions. All terrestrial television antennas are directed towards the Winter Hill transmitter. Around the Site, the effects of slight signal attenuation are evident and the existing taller buildings in the study area are likely to be the cause.
- 5.73 Taking into account the survey findings, the predicted impacts and effects following the Development concluded that now that Digital Television Switchover has occurred in the region, analogue television signals are no longer available in the area. Consequently, no interference is possible to the reception of analogue television services. Due to the existing good coverage and the lack of typical two storey residential properties to the immediate north of the site (within any signal shadow zones), the proposed development will not impact the reception of DTT services. The Development will not impact digital satellite television reception, as there are no satellite signal receive dishes located in any theoretical signal shadow zones.

- 5.74 With respect to the adjacent Axis scheme, due to the direction of the incoming television signals (from northwest to southeast) and the location of the 10-12 Whitworth Street West scheme, no adverse impacts for the reception of television services are possible at the Axis scheme's site.
- 5.75 Overall, based on these findings, the proposed development is likely to have a neutral effect on the reception of television broadcast services for local residents.

Ecology

- 5.76 An Extended Phase 1 Habitat Survey prepared by Cameron S Crook Associates informed the EIA Scoping Exercise and is submitted as a standalone technical report in support of the application.
- 5.77 The report concluded that:
- There is little semi-natural habitat on site and there are no important habitats or vegetation communities occurring on site or close enough to the site boundaries to be adversely affected by the proposals.
 - There are no specifically protected or otherwise important species occurring on site, adjacent to the site boundaries, or that will be otherwise affected by development proposals, and the site is considered to be generally of very low ecological value.
 - With regard to breeding birds, due to the disturbed, urbanised nature of the site and lack of optimal breeding, roosting or foraging habitat, only common urban birds such as seagulls and pigeons are considered likely to occur, the latter being the only birds recorded during the site visit. The avoidance of site works during the bird breeding season (February – July inclusive) will therefore result in no likely negative impact.
 - With regard to bats, there were no conclusive signs of roosting found during the daytime survey and the building qualifies as having only low-moderate roosting potential. However, whilst the presence of roosting bats seems reasonably unlikely, this will require confirmation from a night time survey scheduled to be undertaken in May 2015.

- 5.78 With regards to the adjacent canal, the section of canal that would potentially be affected by any potential shading from the proposed development was assessed in May 2014 by Penny Anderson Associates in support of another planning application (Axis Manchester LLP, Albion Street, Manchester, Ecological Assessment Report, PAA, dated July 2014). For this assessment, an aquatic plant survey of the canal was carried out (the timing and methodology are detailed within the report) with respect to a section of the canal adjacent to the site under study, as well as at locations east and west of the site.
- 5.79 The area of study coincides with the area that will be shaded by the proposed development at 10-12 Whitworth Street, though shading from the latter site will be somewhat less than that likely from the Albion Street site due to the greater distance involved.
- 5.80 The results of the PAA survey indicated that, along the section of canal subject to the study, the abundance of marginal vegetation was rare with none recorded in the vicinity of the site itself. To the east of the Albion Street Bridge, marginal species were found to include hard rush and marsh marigold, both common and widespread species, along with a small number of flag iris, another common and widespread species, to the west of the site. A survey for submerged plants using a grapnel revealed no such plants along the section of canal under study. No protected or otherwise important plant species were recorded or were reasonably expected to occur.
- 5.81 The conclusion of the study was that: "Although floating water plantain and glass-wrack pondweed occur in the Rochdale Canal within the 2km desk study search area, no aquatic plants were recorded in the canal adjacent to the site itself. It is considered highly unlikely that either species is present in the section of canal immediately adjacent to the site. No constraints are identified with respect to the proposed development and

aquatic plants and no further recommendations are made."

- 5.82 This conclusion would therefore equally apply to the proposed development at 10-12 Whitworth Street and as such it is considered that there will be no adverse impact from shading upon the canal resulting from this proposed development.

Noise and Vibration

- 5.83 An Environmental Noise Survey has been undertaken by Hilson Moran and is submitted as part of the Environmental Statement to support the application.
- 5.84 The survey advises that there will be a negligible impact on the surrounding properties during the demolition and construction of the proposed development. During operation it is considered that the design of the plant should be sufficiently flexible to ensure that suitable quiet, non-tonal plant can be procured and/or suitable mitigation options can be included in the design. Following the selection of plant items, and the implementation of measures where necessary to ensure the external plant noise level limits are not exceeded, a negligible impact is predicted in relation to both noise and vibration.
- 5.85 Following discussions regarding external entertainment noise with MCC's Environmental Health Officer, agreement has been received that the proposals for controlling external environmental/entertainment noise (taking into account the relative proximity of Deansgate Locks are acceptable; which relate to the noise level thresholds following the implementation of glazing specifications.

Neighbouring Buildings

- 5.86 The City Road Inn public house lies immediately to the west of the site. As noted above the City Road Inn is not a designated heritage asset and is considered to be of local streetscape value only. The Heritage Assessment submitted with the planning application appraises the existing character of

the environs to the site and demonstrates that the current sense of inactivity and dereliction to the south side of Whitworth Street West was not mitigated by the presence of the City Road Inn. It was concluded that there was the capacity for change in this area that would enhance the streetscape, providing uplift to the area and enhancing the setting of the City Road Inn.

- 5.87 The proposed development does not extend over the existing footprint currently occupied. Therefore the proposed development does not have any impact on safety / fire escape nor impact on deliveries or access.
- 5.88 During construction, disruption will be managed through appropriate mitigation measures and the implementation of a construction management plan. The principal contractor will be required to address the following matters for example:
- Control measures and dust suspension techniques which will be selected from 'best practice' methods, examples of which may include; damping down, dealing with spillages, haulage road surfacing, and locating plant away from boundaries adjacent to residential areas.
 - Measures to minimise stock piling and positioning in a manner that reduces risk of dust arising through wind action.
 - Measures such as screening and covering.
 - Installation of appropriate wheel and body wash facilities.
 - Measures to keep adjacent roads and pavements clean.
 - Ensuring plant is turned off and not left running when not in use.
 - Selection of electrically powered plant where possible in lieu of diesel or petrol plant.
 - Ensuring no waste or unwanted construction materials are burned on site.
- 5.89 In addition the principal contractor will ensure that regular contact is made with local residents and community groups to ensure they are kept up to date with general progress on the site.

- 5.90 Cameron Street is currently blocked by scaffolding which also encroaches onto some of the parking bays. It is proposed to install a loading bay on Cameron Street, immediately to the west of the development site, which will require the removal of three of the existing pay and display parking bays, with the retention of one parking bay to the north of the proposed loading bay. Following discussions, MCC Highways Officers have approved in principle to the removal of the three car parking bays on Cameron Street that currently block the access to the existing building on the site.

Network Rail

- 5.91 At the present time, it is not foreseen that the development will adversely impact on the use or operation of the rail line, and the Developer has entered into a Basic Asset Protection Agreement with Network Rail to ensure that any issues of concern are raised and responded to during the design stages of the project.
- 5.92 Network Rail have reviewed the application and suggested conditions are considered in the response letter submitted alongside this schedule.
- 5.93 The proposals for site operations have been planned in such a way as to comply with the clearances set out in the Network Rail General Engineering Requirements document, in terms of minimum distances vertically above the Overhead Electrical Equipment, horizontally from the nearest rail both in terms of the development and the potential fall of cranes, plant or temporary works.
- 5.94 Network Rail will also be interested in monitoring, and construction activities will be planned accordingly to minimise the impact of vibration.
- 5.95 A method statement will be submitted to Network Rail for review and approval for any crane or piling rig operations on site.
- 5.96 Network Rail has also advised that at a point in the near future they expect to be in a position to commence upgrade works to the Overhead Electrical Equipment along the rail line. Following discussion with Network Rail, the

design of the proposed development has been altered to address the specific concerns raised by Network Rail in this respect.

- 5.97 The design of the proposed development retains the existing Network Rail owned area of alleyway to the rear of the existing warehouse for maintenance access to the viaduct.

6 Tall Building Evaluation

Introduction

- 6.1 The Manchester Guide to Development SPD states that “it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings” (p.46).
- 6.2 Manchester’s Guide to Development SPD states that the Council “would require any such proposals to be presented in context of the joint guidance produced by CABI and English Heritage for assessing tall buildings” (p.50). Therefore, the evaluation of this element of the proposals as set out below is based on the criteria contained in the ‘Guidance on Tall Buildings Document’ published jointly by English Heritage and CABI (updated version, July 2007) and in particular against the criteria set out within Section 4 of that document. The proposals are also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.
- 6.3 On 10 December 2015, Historic England published Tall Buildings: Historic England Advice Note 4, which represents an update to the CABI and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings.
- 6.4 Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:
- 6.5 Identify the zones of visual influence of a proposal, which help to understand the character of the areas that may be affected and any individual heritage assets.
- 6.6 Guide and improve design: Design Review is an established tool for the assessment of impact.
- 6.7 Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact can be properly and objectively assessed.
- 6.8 In terms of the Proposed Development, it has been developed through a robust consultation process including consultation with Historic England to identify heritage assets and key viewpoints, and ongoing dialogue with Manchester City Council through the development of the scheme.
- 6.9 The Proposals have been considered as part of an Environmental Impact Assessment which considers the potential environmental effects of the proposed development.
- 6.10 The Proposed Development has been the subject of a Places Matter! Design Review; overall, the feedback received was positive and is explained in further detail in the Statement of Community Consultation submitted in support of the application.
- 6.11 The remainder of this section will consider the proposal against the English Heritage / Historic England and CABI criteria (which reflects both the original and updated guidance) in the following order:
- relationship to context;
 - effect on the historic environment;
 - relationship to transport infrastructure;
 - the architectural quality of the building;
 - sustainable design and construction of the proposal;
 - credibility of the design;
 - contribution to public space and facilities;
 - effect on the local environment;
 - contribution made to permeability of the site and the wider area; and,
 - the provision of a well-designed, inclusive environment.
- 6.12 The first two criteria within the guidance are “Relationship to Context” and “The Effect on the Historic Environment.”

Relationship to Context & Effect on Heritage Environment

- 6.13 **The Relationship to Context** - The Guidance states that “Relationship to Context” requires an assessment of:

The relationship to context, including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light. (paragraph 4.1.1)

- 6.14 **The Effect on the Historic Environment** criteria requires consideration of the effect of the proposals in relation to:

The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including:

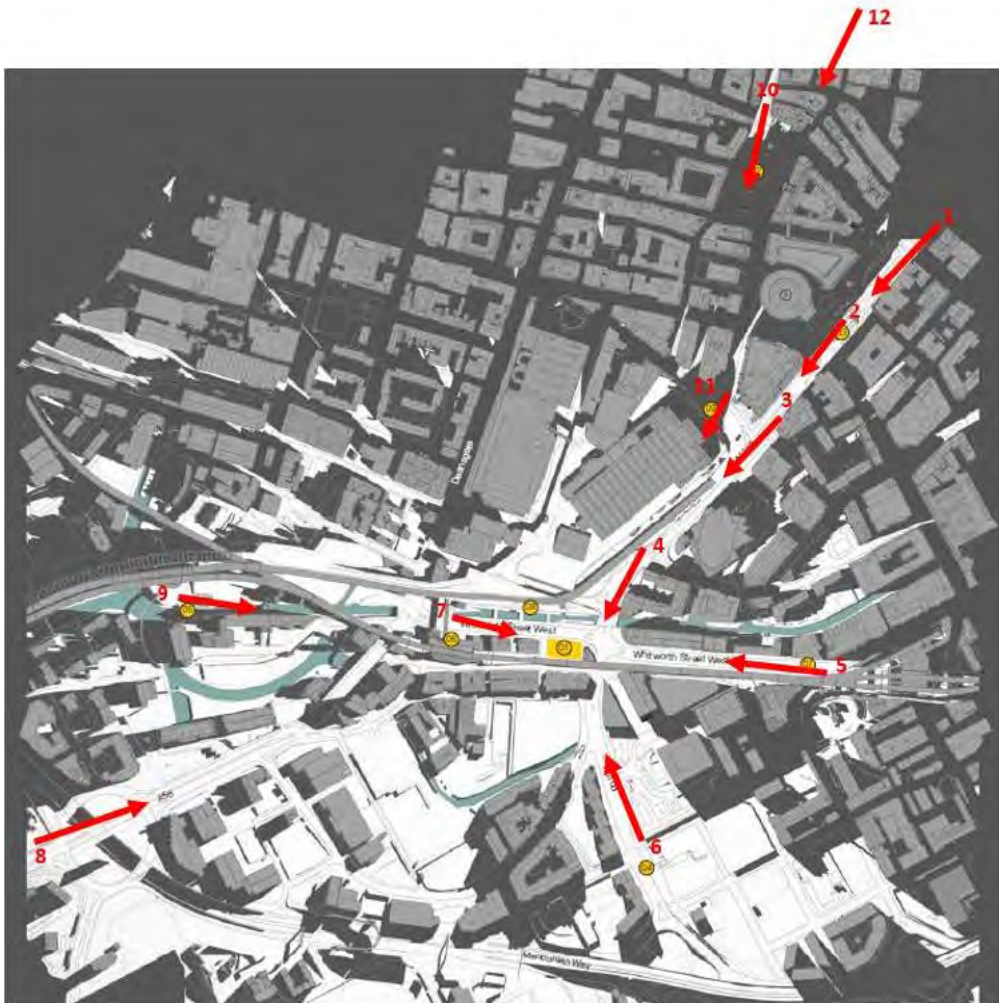
- world heritage sites*
- scheduled ancient monuments*
- Listed buildings*
- registered parks and gardens, and registered battlefields*
- archaeological remains*
- conservation areas (Paragraph 4.1.2)*

- 6.15 Our assessment against these first two criterion is provided within the Visual Impact Assessment below. It includes consideration of 12 verified photomontages of the proposals from representative viewpoints providing a 360 degree analysis from the local area.

- 6.16 The application site is not located in a Conservation Area and there are no World Heritage Sites or Scheduled Monuments within its immediate vicinity.
- 6.17 The subject site is not located within a Conservation Area but is sited close to the eastern boundary of the Castlefield Conservation Area. Due to the nature of the urban development within the study area, it is considered that development of the subject site could have the potential to affect the setting of 14 listed structures, including Manchester South Junction and Altrincham Railway Viaduct, Deansgate Station, and Central Library).
- 6.18 The Visual Impact Assessment undertaken demonstrates that the proposed development will result in nine instances of negligible impact and three instances of minor beneficial impact. It is considered that the exceptional quality and design of the Proposed Development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm and will sustain the heritage values of the identified heritage assets.
- 6.19 The Proposed Development will maintain the character and appearance of the Castlefield Conservation Area.
- 6.20 The proposed development will introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development
- 6.21 An Archaeological Study was undertaken by the University of Manchester’s Archaeology Unit in 2009 and submitted in support of the 2009 hotel application. A letter dated 10th March 2015 from Greater Manchester Archaeological Advisory Service, confirms agreement with the conclusions drawn in the 2009 study and considers no further archaeological mitigation is required for the development site.

Visual Impact Assessment Methodology

- 6.22 The Visual Impact Assessment (VIA) assesses the likely townscape and visual impacts of the proposals upon the application site and surrounding area. This section of the Statement describes the methods used to assess the impacts; the baseline conditions currently existing at the site and the surrounding area; the mitigation measures required to prevent, reduce or offset any significant negative impacts; and the likely residual impacts after these measures have been adopted.
- 6.23 The VIA considers 12 verified photo montages of the proposals from representative viewpoints providing a 360 degree analysis from around the



site. Verified photomontages use the widest possible range of techniques and media to enable a comprehensive assessment of the buildings. Appendix 2 contains the methodology for creating the verified photomontages.

- 6.24 Fully rendered views demonstrate the appearance and mass of the building during the day and simulate the likely visual changes that would result of the proposed development.
- 6.25 The key viewpoints assessed have evolved following:
- an analysis of the baseline conditions;
 - assessment of the zone of visual influence; and,
 - discussions with officers at Manchester City Council, Historic England and the design team.
- 6.26 The zone of visual influence plan (Figure 5.1) was developed to highlight locations from which the building would be visible. The areas in white illustrate the locations from which the proposals are visible from street level. The plan also identifies the locations of the agreed viewpoints together with a brief description. Views 1-11 were agreed with Historic England. A further view, view 12, from St Ann's Square was requested by the LPA to assess the impact from a wider streetscape.

Key views

- 1: Mosley Street/ Art Gallery
- 2: St Peter's Square
- 3: Lower Mosley Street
- 4: Albion Street/ Great Bridgewater Street
- 5: Whitworth Street West – east end
- 6: Medlock Street
- 7: Whitworth Street West – west end
- 8: St George's Church/ Chester Road
- 9: Castlefield
- 10: Albert Square/ Cross Street
- 11: Windmill Street
- 12: St Ann's Square

Figure 5.1: Zone of visual Influence and Key Views

- 6.27 Special regard has been given to short, mid and long views from key vistas, public spaces, sensitive public receptors and nearby designated heritage assets that have a view of the site. It is the chosen views which are considered representative of the range of likely effects, viewing experiences and viewers.
- 6.28 The 12 key viewpoints are considered in the following section. For each location the baseline position has been assessed, followed by an assessment with the introduction of the proposed building at Whitworth Street, and a final scenario which includes an assessment of the cumulative impact, specifically in relation to the Axis Tower and 24 Mount Street – both of which were granted Planning Permission in 2014. The first image presented under each of the sub headings 'Impact Assessment' highlights the view with the proposed development, with the image below illustrating the view with the Axis Tower and 24 Mount Street proposals in situ.

Viewpoint 1 – Mosley Street /Art Gallery

Baseline



- 6.29 This view is experienced from the junction of Mosley Street and Princess Street, looking south-west towards the subject site which is in the middle distance. To the immediate left of the view is the Grade II Listed 79 Mosley Street building; in the middle-ground is the Grade II* Listed Midland Hotel and to its right is the eastern part of the Grade II* Listed Central Library alongside the larger Grade II* Manchester Town Hall Extension. To the right of the view is the Grade II* Listed Cenotaph.
- 6.30 The view focusses on the large open space of St Peter's Square which is currently being transformed into one of Manchester's main civic spaces. The view is terminated by the Midland Hotel which encloses the large public space on its south-western aspect. Beyond the Midland Hotel is the

Beetham Tower, which projects considerably above the roofline of the Midland Hotel.

- 6.31 This view has been selected as it illustrates the setting of the large, open expanse of one of Manchester's most important civic spaces, which is also is the main focus of the St Peter's Square Conservation Area. This view partly demonstrates the civic core of Manchester and its associated buildings which culminate in a high communal value, coupled with high historical and evidential values yielded by the listed buildings, which offer high aesthetic value to the public square helping its understanding and enjoyment by the general public.
- 6.32 This viewpoint clearly represents the heritage values of this significant collection of civic buildings, and their setting within St Peter's Square. **The combined value and importance of the heritage assets and the view as a whole is high.**



Impact Assessment



- 6.33 The positioning of the proposed development will be highly visible within the view, terminating the open view along Lower Mosley Street, and virtually filling the gap width-wise between the Grade II Listed Midland Hotel to the right, and Peter House/Premier Inn to the left (out of shot). The proposed development will signify a landmark which will encourage an influx of interest and movement to this southern boundary of the city centre core. The tower will be understood as a contemporary element within the existing skyline, and will be counterbalanced by the Beetham Tower and future development of the Axis site directly opposite the proposed development. The dominance and height of the proposed development in this view is lessened considerably by the distance it stands from St Peter's Square, which aligns it more in level with the surrounding rooflines.
- 6.34 In assessing the cumulative impacts of the proposed Axis development directly opposite the subject site on the northern side of Whitworth Street

West, The view demonstrates that this proposed development would be seen in accord with the proposed development. The proposed Axis tower would sit directly in front of the proposed development and would create a similar profile which would not extend beyond the proposed scheme. Consequently the Axis development would not adversely affect the view or surrounding heritage assets.

6.35 The overall impact will be negligible.

Viewpoint 2 – St. Peters Square

Baseline



6.36 This view is experienced from within St Peters Square looking south-westwards towards the subject site.

6.37 This view provides a wide-angle perspective of the open, public St Peter's Square. Terminating the view is the Grade II* Listed Midland Hotel to the middle right, with St Peter's House seen to its left with the continuation of Lower Mosley Street in-between. To the right background can be seen the 47 storey Beetham Tower, which projects above the roof line of the Midland Hotel. To the extreme right of the view is the frontage of the Grade II* Listed Central Library, whilst directly opposite on the eastern-most side of the square is the recently completed Number One St Peters Square building. The scaffolding to the extreme left of the view illustrates the construction of the new Number Two St Peters Square building which highlights the high degree of flux to the area. The view also demonstrates

the sense of enclosure to this public civic square, which despite the current redevelopment works, is clearly understood as a coherent space. St Peter's Square was originally much narrower and was fully enclosed on all sides, early-to-mid 20th Century demolitions have removed a number of early structures leaving only the Midland Hotel from the Victorian Era.

6.38 This view has been selected to demonstrate the focus of the St Peter's Square Conservation Area and the range of different styles/dates of buildings surrounding it. The aesthetic and communal values of this view are high due to the high quality Grade II* Listed buildings to the right of the view and their juxtaposition with the bulk of the recent structures to the left. **This viewpoint partly demonstrates the significant grouping of the listed buildings to the right of the view and the wide expanse of open space which forms St Peter's Square, the combined value and importance of the heritage assets and the view as a whole is high.**

Impact Assessment





6.39 The proposed development will be almost fully visible, terminating the vista looking south-west along Lower Mosley Street. However, due to the distance the proposed development is located from the viewpoint, its scale is akin to the Grade II* Listed Midland Hotel in the foreground, with both rooflines meeting at similar positions. The contemporary shape and materiality of the proposed development does not compete with the architectural expression of the Edwardian Baroque detailing of the Midland Hotel.

6.40 The proposed development will not erode the understanding of the Midland Hotel nor will it harm its aesthetic and design values, as it is clearly understood as a contemporary structure. The rhythm of the fenestration of the proposed development is similar to that of Peter House to the left of the Midland Hotel, and the recently completed Number One St Peter's Square building to the east of the Square, with large expanses of rectangular glass panels divided by slender vertical members, which for a large part help reflect the sky in the glass, diminishing the bulk of the structure to a degree.

6.41 In assessing the cumulative effects of the proposed Axis Tower development opposite the development site on Whitworth Street West, the view demonstrates the Axis scheme would not further impact on the development directly behind, and would sit comfortably within the perimeters of the proposed development.

6.42 The overall impact of the proposed development will be negligible.

Viewpoint 3 – Lower Mosely Street

Baseline



6.43 This view is experienced on Lower Mosley Street, at the junction with Peter Street (behind) looking south-west towards the subject site to the centre of the view.

6.44 The view is dominated to the right by the eastern side of the Grade II* Listed Midland Hotel with its highly decorative glazed terracotta elevation which articulates the western aspect of the street with its bold and varied roofline creating a dominate silhouette. This view demonstrates the large, block forms of the contemporary developments of the late 1990s to the eastern side of Lower Mosley Street which forms the Premier Inn hotel, which is in stark juxtaposition to its elaborate Victorian hotel counterpart opposite. To the middle left distance is the angular 1996 Bridgewater Hall.

6.45 The centre of the view demonstrates the large open expanse of this part of the street, as it slightly lowers towards Whitworth Street West, and the subject site, giving an almost uninterrupted view from the horizon. At the point where the Midland Hotel to the right and the Premier Inn to the left terminate, a large and open space forms Barbirolli Square to the east, which is joined by the Manchester Central piazza to the west.

6.46 The view demonstrates some evidential and illustrative historical value, through the presence of the Grade II* Midland Hotel, which aids in the interpretation of the past. This appreciation and understanding of the illustrative historic value and evolution of the area is heightened by the contrast to the contemporary development of the Bridgewater Hall further along Lower Mosely Street. However, the setting of heritage assets within this view is not best represented and consequently, the **combined value and importance of the heritage assets and the view as a whole is medium.**

Impact Assessment





6.50 **The overall impact will be negligible.**

6.47 The proposed development will enhance the containment and articulation of the open space to the rear of Barbirolli Square and Manchester Central piazza and will clearly be read as forming a distinct landmark building, alongside the proposed Axis tower development.

6.48 The dynamic play between the confident vertical detailing and recessed upper floors of the proposed development results in a building of outstanding quality, which in turn results in a new vitality to the view. Due to the changing level of the street and its alignment, the proposed development is framed centrally to the view and allows it to be seen in its entirety. Due to the distance from the viewpoint, the setting to the listed Midland Hotel will still be read and understood as being distinct from the proposed development.

6.49 In assessing the cumulative impact of the proposed Axis tower development, which is adjacent to the subject site, on the north side of Whitworth Street West, the view demonstrates that this proposed development will also be visible in its entirety within this view and this will not change the heritage values of the heritage asset in the view.

Viewpoint 4 – Albion Street / Great Bridgewater Street

Baseline



- 6.51 This view is experienced from the junction of Lower Mosley Street and its continuation into Albion Street with Great Bridgewater Street, looking in a southerly direction towards the subject site.
- 6.52 The view is dominated by the mix of road, Metrolink and pedestrian infrastructure. To the left of the view is the Grade II Listed Britons Protection pub which is the sole surviving remnant of the early 19th Century scale of domestic buildings along the street. This view demonstrates that the current streetscape is fragmented and poorly defined, clearly illustrating the erosion of the historic fabric and its piecemeal reconfiguration and adaption for modern vehicular and tram traffic. Consequently, the main characteristic of this view is the wide expanse of roads and associated railings, creating a poor pedestrian environment.

- 6.53 This view also demonstrates the wide nature of the upper part of Albion Street, at its junction with Great Bridgewater Street (left-right). The building heights in the immediate environs vary from the four storeys of the Grade II Listed 13-17 Albion Street, which can be seen to the left, beyond the Britons Protection, to the twelve storeys of the Hacienda apartment building which can be seen above the roofline to the left background.
- 6.54 This viewpoint represents somewhat limited heritage values due to the high level of past and recent changes to the streetscape which have left the Grade II listed Britons Protection isolated and shorn of its historic setting. **The view lacks a sense of vitality and dynamism which has been eroded through previous changes to the area. As a locally valued view, the combined value and importance of the heritage assets and the view as a whole are low.**

Impact Assessment





6.57 The overall impact, including cumulative impact, will be minor beneficial.

6.55 Vertical dynamism is given from the sheer scale and confidence of the proposed development, which is emphasised by the vertical detailing to the wide, glazed north elevation as well as the linear form of the eastern elevation. The eastern elevation is also emphasised by its two slender continual glazed panels which also adds interest to this planar elevation. The largely glazed principal elevation helps to reflect the sky helping to alleviate the scale of the building. Active street frontages to the lower three floors, which are slightly recessed, anchor the building to the ground and enhance the vitality of the streetscape.

6.56 In assessing the cumulative impact of the proposed development alongside the Axis development, which is located directly north of the subject site on Whitworth Street West, the view demonstrates that this proposed scheme does not change the heritage values of the heritage assets in the view, or the ability to appreciate those values or the view as a whole as its position, size and detailing are all similar to that of the proposed development and will largely mask it from this view.

Viewpoint 5 – Whitworth Street West – east end

Baseline



- 6.58 This view demonstrates the long and wide nature of the eastern end of Whitworth Street West. The view is terminated by the low-rise late-Victorian City Road Inn, of which its corner tower can be seen to the right. The left of the view demonstrates the strong, and low linear rhythm of the Grade II Listed Manchester South Junction & Altrincham railway viaduct (now in-filled with a mix of commercial and vacant units) to the left of the view, which creates dynamic views east-west. To the far left background is the newly completed 11 storey InnSide Hotel which forms part of the nearly completed wider First Street development and can be seen above the listed viaduct structure. To the right of the view is a c1990s apartment development which accommodates commercial units to the ground floor.

- 6.59 This view has been selected as it illustrates the setting of the Grade II Listed railway viaduct as well as illustrating the setting of the proposed development site from the east. Although the buildings in the view demonstrate some minor evidential and illustrative values, the high level of recent construction to the north of the street, coupled with the ongoing large-scale First Street development to the south of the viaduct and the recent planting of the footpaths, have detracted from the purely industrial nature and use of the street when originally laid out in the 1890's.
- 6.60 Whilst the view demonstrates some evidential value, the illustrative historical value, related to the linear form and repeating rhythm of the listed railway viaduct arches, remains clearly understandable, aiding the appreciation of the past. **The combined value and importance of the heritage assets and the view as a whole is low.**

Impact Assessment





6.61 The proposed development will be pronounced from this viewpoint, and terminates the junction of Whitworth Street West and Albion Street. Due to the materiality and form of the proposed development, the tower will be read as a contemporary structure in its own right. The proposed development would create a new landmark feature within the view, breaking up the largely horizontal form of the surrounding buildings and structures.

6.62 The introduction of a tall and bold structure within the view creates an exciting landmark within an area of low architectural and historical interest, its narrow width and position on Whitworth Street West emulates the street pattern leading to it from the east. The interestingly stepped eastern elevation of the proposed development adds interest to the elevation, coupled with the strong vertical linear detailing created by the two narrow glazed openings running the length of this elevation.

6.63 The cumulative impact of the proposed Axis development on Whitworth Street West has not been analysed for this viewpoint, as the development will not be seen from this location.

6.64 **The overall impact of the proposed scheme will be negligible.**

Viewpoint 6 – Medlock Street

Baseline



- 6.65 This view is experienced from the junction of River Street (left) and Medlock Street (centre). The highly mirrored facades of the No 1 City Road office building can be seen to the left of the view. The nine storeys of the Rope Works Apartment building to the left half of the view, conceals the subject site beyond. The southern gable end of the City Road Inn can be seen just behind the Albion Street railway bridge to the centre. The horizontal form of the Grade II* Listed Manchester Central has recently been concealed by the construction of the First Street development to the right of the image.
- 6.66 The view is dominated by the 47 storey Beetham Tower, which is clearly discernible in the background. To the left of the red coloured InnSide Hotel can be seen the arched south-western elevation of the Grade II* Listed Manchester Central.

- 6.67 The view has been selected as it illustrates the wider townscape to the south of the city centre core at the southern entry into Manchester. The buildings in this view, except for a small portion of the rear of the Grade II* Listed Manchester Central building, to the centre of the view, do not demonstrate any appreciable heritage values.
- 6.68 This viewpoint clearly represents the low level of heritage values to the immediate south of the subject site. Consequently, **the combined value and importance of the heritage assets and the view as a whole is low-to-negligible.**

Impact Assessment





6.71 **The overall impact, including cumulative impact, will be minor beneficial.**

6.69 The proposed development will be almost entirely visible above the rooftops of the Rope Work Apartment building and introduces a new vertical element to the skyline, almost matching the existing Beetham Tower from this viewpoint in terms of scale and height. The proposed development forms a new feature at the southern gateway into Manchester City centre, and provides a dynamic use of vertical detailing running the length of its southern elevation. This viewpoint demonstrates the architects vision of the tower being contained within a 'skin' which wraps up the east and west elevations and meets over the open terrace on the top-most floor. This open floor adds an interesting feature to the skyline.

6.70 In assessing the cumulative effect of the proposed development and the Axis development, the view demonstrates that the development is seen to harmonise with the proposed development, having a pleasing cumulative effect which creates a cluster of high quality contemporary structures, including the existing Beetham Tower to the left of the view, this is further enhanced by the recent completion of the large red glazed tile InnSide Hotel in the First Street development to the right of the view.

Viewpoint 7 – Whitworth Street West – west end

Baseline



6.72 This view is experienced from Whitworth Street West, looking east from the junction of Century Street. The twelve storied Hacienda apartment building terminates the view to the centre of the image, with the 32 storey Student Castle tower discernible to the right. Part of the eastern end of the Grade II Listed Castlefield Railway Viaduct can be seen to the left of the view; whilst the entrance ramp into the Grade II listed Deansgate Railway Station is visible to the right. The three similarly sized and detailed warehouse buildings to the right (including the subject site at the far end) illustrate a phase of construction from the early 1900's following the road widening of Whitworth Street West in the late 1890's.

6.73 The view focusses on the wide and straight street pattern and low-rise, linear form of the historic buildings to either side of the street. This view has been selected as it illustrates the short range views of the

development site from the west alongside the wide, open character of the streetscape. This view also demonstrates the low communal and historical values of the heritage assets represented in the view although some aesthetic value to the streetscape is offered by the rhythm and horizontal form of the viaduct.

6.74 **The combined value and importance of the heritage assets and the view as a whole is low.**

Impact Assessment





values or the view as a whole will be further impacted. The position, size and detailing of the proposed Axis tower are similar to that of the proposed development and together create an interestingly comparable equivalent structure, which in turn creates greater emphasis on the termination of the long, wide, open streetscape.

6.77 Consequently the overall impact of the proposed scheme will be negligible.

6.75 Vertical dynamism is given from the sheer scale and confidence of the proposed development, which is aided by the linear detailing of the western elevation which is emphasised by its two slender continual glazed panels which also adds interest to this plainer elevation. Active street frontages to the lower three floors anchor the building to the ground and enhance the vitality of the streetscape whilst allowing the tower above to project slightly over the line of pavement, creating a clear break at the lower level, matching the height of the existing buildings either side. The proposed development gives a much needed vertical emphasis to the Whitworth Street West junction with Albion Street, by creating a new landmark feature to the streetscape and wider townscape.

6.76 In assessing the cumulative impact of the proposed development and the Axis development, the view demonstrates that the heritage values of the heritage assets in neither the view, nor the ability to appreciate those

Viewpoint 8 – St George’s Church / Chester Road

Baseline



6.78 This view is experienced from the Chester Road Island and Mancunion Way underpass (beneath) looking north-east towards the subject site in the middle distance. To the immediate left is the City Gate apartments, beyond which is the 47 storey Beetham Tower. To the base of the Beetham Tower, on Chester Road, is seen the Grade II Listed Middle Warehouse (now known as Castle Quay apartments), a selection of similarly sized and detailed modern apartment buildings can be seen clustered to both sides of Chester Road in the centre, with the two-storey Grade II Listed Bridgewater Canal Offices just seen behind the trees in the middle of the view (directly behind the traffic lights).

6.79 This image demonstrates the wide, open nature of the lower part of Chester Road at its junction with the Mancunion Way and the kinetic views

that are realised at this location which was selected to demonstrate the wider townscape impact of the proposed development.

6.80 The building heights in the immediate environs are similarly and range from six to eight storeys, which is compared to the gradual rise in building heights as the viewer gets closer to the city centre core, where to the right of the view can be seen the 32 storey Student Castle tower projecting from the far distant skyline.

6.81 This viewpoint represents somewhat limited heritage values due to the high level of past and recent changes to the streetscape and removal of virtually all of the historic buildings along Chester Road which has eroded its heritage values greatly. The view lacks a sense of place and dynamism which has been removed through previous changes to the road layouts area, leaving badly planned pedestrian routes. **The combined value and importance of the heritage assets and the view as a whole is negligible.**

Impact Assessment





- 6.84 In assessing the cumulative impacts of the proposed Axis development directly opposite the subject site on the northern side of Whitworth Street West, the view demonstrates that this proposed development would be seen in accord with the proposed development, having a cumulative effect which creates a cluster of similarly detailed structures including the existing Beetham Tower.
- 6.85 **The overall impact, including cumulative impact, will be minor beneficial.**

- 6.82 The proposed development will be clearly visible within the view, terminating, in part, the wide open space across the Chester Road and Mancunian roads towards the city centre. The proposed development will create a new landmark feature to the skyline, and also signify the centre of the built-up city centre core. The tower will be understood as a contemporary element within the existing skyline, and will be balanced with the existing Beetham Tower and future development of the Axis tower site directly opposite the proposed tower. The height of the proposed tower is lessened by the position of this viewpoint, being a long distance from the subject site, which helps keep the development in context of the wider cityscape.
- 6.83 The distance of the proposed tower from the heritage assets within the view, results in those assets not being directly affected by the development, which is further assisted by the low historical and evidential values of the area demonstrated clearly within the view.

Viewpoint 9 – Castlefield

Baseline



6.86 This view is experienced from Castle Street, Castlefield, looking north-east towards the subject. To the immediate left are the multi-phased Grade II Listed Castlefield railway viaducts. In the centre foreground is the unlisted Victorian former lockkeeper's cottage beside the Dukes Lock (centre) with the 47 storey Beetham Tower protruding above the cottage's roofline. To the south of the Rochdale Canal is the unlisted Dukes 92 bar/restaurant and outside seating area, with the unlisted Bass Warehouse offices directly behind. To the middle of the view, and running eastwards towards the subject site, is the Rochdale Canal which terminates in this view at the Gaythorn/Deansgate tunnel (just out of site behind the tree).

6.87 This image demonstrates the more domestic character and scale of the Castlefield Conservation Area. The pleasant multi-levelled and open nature of this part of Castlefield, coupled with the remaining industrial

buildings which are now a mix of office and bar/restaurant use, add to the unique dynamism and kinetic nature of the Conservation Area, and this viewpoint.

6.88 This viewpoint has been chosen to illustrate the view to the subject site from within the Castlefield Conservation Area, and represents a high level of heritage values due to the survival of the historic Rochdale Canal and Victorian Grade II Listed viaducts, coupled with the existing Victorian former industrial buildings which now harmonise with the wider, built-up views of Manchester, forming an exciting juxtaposition.

6.89 The view emanates a sense of place and dynamism which has been enhanced and vitalised by recent buildings and regeneration to the area. **The combined value and importance of the heritage assets and the view as a whole is medium.**

Impact Assessment





will maintain the aesthetic and historic values of the heritage assets in the view and the view as a whole.

6.93 The overall impact of the proposed scheme will be negligible.

- 6.90 The proposed development will be visible above the roofline of the Bass Warehouse. This viewpoint has been assessed with a limited view and seasonal visibility of the proposed tower location, which largely hides the development from the viewpoint behind a tree.
- 6.91 The form and materiality of the proposed development can be read as a foil and a backdrop to the group of heritage assets within the view. This wholly contemporary element allows the expressive qualities of the historic buildings to remain the dominant feature within the view; this includes the sense of enclosure and linearity to the Bass Warehouse and Dukes 92 bar to the right, coupled with the multi-layered and multi-phased Grade II Listed railway viaducts to the left, which will not be affected, and will continue to enclose the view to both sides, framing the distant view of the development.
- 6.92 The development will add an exciting element to the city skyline, and add to the vitality and interest of the Conservation Area. The proposed tower

Viewpoint 10 – Albert Square / Cross Street

Baseline



- 6.94 The proposed development will be visible above the roofline of the Bass Warehouse. This viewpoint has been assessed with a limited view and seasonal visibility of the proposed tower location, which largely hides the development from the viewpoint behind a tree.
- 6.95 The form and materiality of the proposed development can be read as a foil and a backdrop to the group of heritage assets within the view. This wholly contemporary element allows the expressive qualities of the historic buildings to remain the dominant feature within the view; this includes the sense of enclosure and linearity to the Bass Warehouse and Dukes 92 bar to the right, coupled with the multi-layered and multi-phased Grade II Listed railway viaducts to the left, which will not be affected, and will continue to enclose the view to both sides, framing the distant view of the development.

- 6.96 The development will add an exciting element to the city skyline, and add to the vitality and interest of the Conservation Area. The proposed tower will maintain the aesthetic and historic values of the heritage assets in the view and the view as a whole.

- 6.97 **The overall impact of the proposed scheme will be negligible.**

Impact Assessment





6.98 In assessing the cumulative impacts of the proposed redevelopment of the Axis tower development, which is opposite to the subject site, the view demonstrates that this scheme would not be seen from this viewpoint.

6.99 **The overall impact of the proposed scheme will be negligible.**

Viewpoint 11 – Windmill Street

Baseline



6.100 This view is experienced from Windmill Street looking across Central Piazza towards the Grade II* Manchester Central (centre) and the subject site.

6.101 Beyond the Manchester Central building is the 47 storey Beetham Tower, which is clearly discernible in the right background. To the extreme left of the view can be seen the side elevation of the Bridgewater Hall, protruding above the red sandstone frontispiece of the Manchester Central building.

6.102 The view has been selected as it illustrates the location of the proposed development from this open public space. The view demonstrates the wide and open nature of the area, with considerably sized structures, both historic and modern, creating a multi-layered/phased environ. The buildings in this view demonstrate evidential and illustrative historical

values of this former Grade II* Listed Manchester railway station, which can still be understood as such.

6.103 This viewpoint clearly represents the heritage values of this significant heritage asset. **The combined value and importance of the heritage asset and the view as a whole is high.**

Impact Assessment





6.104 The proposed development will not be visible from this viewpoint, and will be concealed from view behind the Grade II* Listed Manchester Central building.

6.105 In assessing the cumulative impact of the proposed development of the Axis scheme, this will also be concealed and not visible.

6.106 **The overall impact will be negligible.**

Viewpoint 12 – St Ann's Square

Baseline



6.107 This view is experienced from the north-west side of St Ann's Square looking south towards the subject site.

6.108 The public square is enclosed by numerous listed buildings including the Grade II listed Royal Exchange, the Grade II Mansfield Chambers and the Grade II* RBS building to the left, the Grade I listed St Ann's Square in the middle ground and the range of Grade II listed former townhouses to the right. The two statues in the centre of the square are also Grade II listed. The area is also designated as a Conservation Area.

6.109 The view has been selected as it illustrates the potential impact the proposed development could have on this significant public square and the high historic, aesthetic and communal heritage values of it and its buildings.

6.110 This viewpoint clearly represents the heritage values of these significant heritage assets. The combined value and importance of the heritage asset and the view as a whole is high.

Impact Assessment





6.111 The proposed development will not be visible from this viewpoint, and will be concealed from view behind the Grade I listed St Ann's Church.

6.112 In assessing the cumulative impact of the proposed development of the Axis scheme and the 24 Mount Street scheme, this will also be largely concealed by the existing built environment.

6.113 **The overall impact will be negligible.**

Relationship to Transport Infrastructure

The relationship to transport infrastructure, aviation constraints, and, in particular, the capacity of public transport, the quality of links between transport and the site, and the feasibility of making improvements, where appropriate. Transport is important in relation to tall

buildings because of the intensity of use, as well as density, that they represent. (Paragraph 4.1.4).

6.114 This section of the report should be read in conjunction with the Transport Statement, prepared by AECOM, which fully considers the transport implication of the proposals.

6.115 The Transport Statement identifies that the development is compliant with policy as it will promote the use of sustainable modes of travel. It has been demonstrated that the development has very good accessibility for those travelling by foot and bicycle, and is served by excellent existing bus, rail and Metrolink Services.

6.116 The Transport Statement considers the transport and highway implications of the proposed development in relation to the following:

- Public transport accessibility;
- access and provision for pedestrians and pedal cyclists; and,
- implications on vehicular movement.

6.117 In terms of the impact upon the highway, off-site car parking will be provided at a level of 40%. This is supported by the sites' highly accessible location, including easy access to bus and Metrolink stop and Deansgate and Oxford Road train stations.

6.118 The site is served by the free City Centre Metroshuttle service, which provides frequent and fast connections to the four major rail hubs with the City Centre and Salford: Piccadilly, Oxford Road, Victoria and Salford Central stations, as well as destinations across the City Centre.

6.119 The Northern Hub rail upgrade programme received funding in July 2012 and will lead to station improvements, shorter journey times and the capacity for more services per hour on smarter routes between towns and cities across the north of England.

6.120 One of the key projects proposed is the Ordsall Chord, a new viaduct which will connect Manchester's Victoria, Oxford Road and

Piccadilly Stations. This investment is intended to enable faster, more frequent services to run across the North of England, by allowing services to run via Victoria. It will reduce journey times between Manchester Airport and Newcastle, Middlesbrough, Hull and Scarborough, as well as to Leeds and Liverpool.

- 6.121 Deansgate Station is located just to the west of the site, further along Whitworth Street West, approximately 160m from the site and offers frequent services to Lancashire, Merseyside and Bolton.
- 6.122 Oxford Road Station is a 7 minute walk from the site and provides direct and frequent services to Manchester Airport, Leeds, Liverpool, Newcastle and Nottingham. It is also an important local commuter station carrying a number of services, particularly from South Manchester. Residential areas such as East Didsbury, Burnage and Mauldeth Road are linked along this railway line.
- 6.123 Manchester Piccadilly Station, the main station serving Greater Manchester, is approximately an 18 minute walk from the site. It is a world-class transport interchange and the main rail hub for the North West, with services connecting Manchester to locations across the United Kingdom, including London, Birmingham, Cardiff, Glasgow, Leeds, Liverpool and Manchester Airport.
- 6.124 The closest Metrolink Stations to the proposed development are Deansgate / Castlefield which is opposite the site, and St Peter's Square located approximately a 6 minute walk away. There are regular services towards MediaCity and Eccles, Ashton-under-Lyne, Altrincham, Bury, Droylsden, Oldham, Rochdale, Piccadilly Railway Station and Chorlton and Didsbury.
- 6.125 In 2016, the City's Second City Crossing is scheduled to open which will substantially increase the capacity of the network (an extra 45 trams per hour running through St Peter's Square). Further extensions to the Metrolink system are also scheduled to be completed at this time including new routes to Manchester Airport. All of Phase 3b is intended to be completed by 2016.

- 6.126 The height of the new building is approximately 116m from street level and as such Manchester Airport has been consulted as part of the EIA Scoping exercise. The correspondence received highlights that Manchester Airport has no objection to the proposal.
- 6.127 Manchester Airport has confirmed that they should be consulted on the proposals following submission of the planning application to ensure that any necessary safeguarding measures are in place.

The Architectural Quality of the Building

The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views. (Paragraph 4.1.6)

- 6.128 The Proposed Development will replace a building that has been vacant for a number of years and does not reflect the key location of this gateway site.
- 6.129 In terms of scale, the proposal positively contributes to the evolving cluster of tall buildings acting as a group landmark which spirals in height from the 47 storey Beetham Tower, 35 storey proposed development and the recently consented 27 storey Axis tower. The building will create an iconic landmark and alongside the Axis development, forming a strong gateway from the south of the city.
- 6.130 The main entrance is from Whitworth Street West and opens on to a double height atrium. The atrium extends the full width of the building. This atrium is the 'firm handshake' that greets the residents, visitors, staff and passers-by.
- 6.131 The main volume of accommodation facing north and south will be clad in a unitised system and will be a mixture of three panel types:

- Large floor to ceiling height clear glazed flush fixed windows
- Flush fixed solid metal polyester powder coated (PPC) metal cladding in a bronze colour.
- A flush fixed perforated or louvred PPC metal panel in a bronze colour with an openable vent behind

6.132 The highest quality materials are proposed and an attention to detailing will be maintained to ensure an exemplar of good design.

6.133 On the roof is a pavilion which contains hireable party rooms for the residents. The east and west sections of the terrace divide up into pre bookable barbecue pits which again perform the same function as the party rooms. Care has been taken over the design of the balustrades to make the environment comfortable for use throughout the year. A tall 3m glazed balustrade looking south allows views across the city whilst protecting the residents from the prevailing winds.

6.134 The proposals have been presented to Places Matter! who support the proposals. In their formal response dated 11th March 2015 it is stated that 'Overall, we are very supportive of this proposal' and that 'the design has a clear logical diagram and is a very rational building'.

6.135 The Design and Access Statement prepared by 5 Plus Architects accompanying the application fully explains the architectural and design details.

Sustainable Design & Construction

The sustainable design and construction of the proposal. For all forms of development, good design means sustainable design. Tall buildings should set exemplary standards in design because of their high profile and local impact. Proposals should therefore exceed the latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development. The long-term resource and energy

efficiency of tall buildings will be enhanced if their design can be adapted over time. (Paragraph 4.1.6)

6.136 The application is supported by an Environmental Standards Statement (ESS) and an Energy Strategy. These documents set out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design, to achieve Code for Sustainable Homes Level 4.

6.137 The Sustainability Headlines include:

- Waste water heat recovery;
- Air source heat pumps;
- Well insulated wall systems;
- High performance glazing;
- Segregation and recycling of waste during the construction and operational phases;
- Commitment to the Considerate Constructor's Scheme and implementation of effective site management measures; and
- No adverse effects on statutory or non-statutory designation of nature conservation value.

Credibility of Design (Technically & Financially)

"The credibility of the design, both technically and financially. Tall buildings are expensive to build, so it is important to be sure that the high standard of architectural quality required is not diluted throughout the process of procurement, detailed design, and construction. Location, use, the commitment of the developer, and ability and expertise of the consultant team will have a fundamental bearing on the quality of the completed building." (Paragraph 4.1.7)

6.138 The application proposals have been prepared by a client and vastly experienced design team familiar with the issues associated with developing high quality buildings, including offices, in city centre locations and with a track record and capability to deliver a project of exceptional quality. The design team is as follows:

- Structural Engineer: Roc Consulting
- Transport: AECOM
- Sustainability: Hilson Moran
- Architect: 5 Plus Architects
- Noise and Vibration: Hilson Moran
- Waste Management Strategy: 5 Plus Architects
- Wind: Graeme Flynn
- Sunlight / Daylight: Watts
- Ground Conditions: RoC Consulting
- Archaeology: GMAAS
- Telecommunications: G Tech
- Drainage: RoC Consulting
- Ecology: Cameron S Crook Associates
- Verified Views: Our Studio
- Planning Consultants: Deloitte

6.139 The construction sequencing and site logistics strategy for the proposed scheme has been considered through consultation with a number of suitable main contractor organisations, most notably with a main contractor currently engaged on a live site in the immediate vicinity of the development. This strategy will be developed as the project progresses through further dialogue with preferred contractors. The Project Team has also sought the advice of suitably competent organisations with experience in operating a site adjacent to a live rail line.

6.140 The core design team have previous experience in designing buildings within highly constrained sites, including experience in dealing with key stakeholders such as Network Rail.

6.141 The proposed development will be located in a key gateway location.

6.142 The site is the will significantly enhance this area of the City Centre, and redevelop a site which has been identified as a natural location for a landmark tall building for a number of years.

6.143 The design team recognises the high profile nature of the site and the bar has been set high in terms of design quality and architectural excellence, to deliver a building that is complementary to the area and in keeping with the Build to Rent model.

6.144 A significant amount of time has been spent developing the proposals through a number of design stages to deliver a viable development of high quality.

6.145 Market demand for new housing to meet the specific needs of a growing population and changing demographics, means that there will be demand for the type of Build to Rent product that will be delivered as part of the proposed development. A range of economic and supply chain regeneration benefits will be delivered as a result of new housing development within the City Centre, including construction jobs, creation of new jobs during the operational phase of Build to Rent developments, developing skills to meet employer demands, and raising aspirations among young people.

Contribution to Public Space and Facilities

“The contribution to public space and facilities, both internal and external, that the development will make in the area, including the provision of a mix of uses, especially on the ground floor of towers, and the inclusion of these areas as part of the public realm. The development should interact with and contribute

positively to its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'. (Paragraph 4.1.8)

- 6.146 The proposals will bring additional vitality to a currently un-used site. The glazed double height ground floor will enhance the character of the area and enliven the street scene. Comments received following the Places Matter! presentation have been considered and incorporated into the final design where appropriate. In response to the point raised regarding the ambiguity of the entrance to the building, the base of the building has been setback from the existing building line to provide a generous pavement width, which simultaneously provides a greater level of interaction with the street scene.

Effects on Local Environment and Amenity

"The effect on the local environment, including microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building". (Paragraph 4.1.9)

Wind

- 6.147 The application is supported by an assessment of the potential impact of the proposed development on the pedestrian level wind environment in and around the site, and whether the site is suitable in terms of pedestrian safety and comfort, as defined by the Lawson criteria – recognised as a suitable benchmark standard for wind assessments.
- 6.148 The work forms part of the Environmental Statement submitted in support of the application and comprises an assessment using wind tunnel testing techniques, which has been undertaken by Graeme Flynn.
- 6.149 The possible cumulative effects have also been simulated for the case that both the proposed development and the neighbouring Axis development opposite the proposal site are constructed.

- 6.150 The comfort level of a particular location is categorised by its suitability for different activities, such as sitting for long periods, shopping, or objective walking (purposeful walking with a destination in mind) for example. Areas in which the wind environment is potentially hazardous are also identified.
- 6.151 The study provides a summary of the existing baseline condition, identifying that the existing building on the Site is of similar scale to surrounding buildings and is not expected to have any significant localised effects on pedestrian level winds.
- 6.152 Thoroughfares around the site are suitable for at least leisurely strolling.
- 6.153 Entrance to the existing and surrounding buildings generally enjoy suitable conditions for pedestrian ingress/egress. The southwest entrance to The Hacienda Apartments, from Whitworth Street West, is considered marginally windy, but tolerable, for pedestrian ingress/egress during winter, as westerly winds are channelled around the curved façade.
- 6.154 The area around the bus stop immediately to the north of the Site is suitable for short periods of standing and is thus considered suitable for awaiting a bus. The east ends of the platforms at Deansgate-Castlefield Station, to the north of the Site, and Deansgate Station, to the west of the Site, similarly enjoy suitable conditions for awaiting trains.
- 6.155 The spill-out seating around the northeast side of the City Road Inn enjoys suitable wind conditions for long period of outdoor sitting throughout the year.
- 6.156 Deansgate Locks, along the north side of the Rochdale Canal to the north of the Site, includes several bars with spill-out seating on the walkway. The walkway is partially exposed to prevailing southerly and westerly winds. As a result, conditions on the walkway are marginal with respect to comfort for outdoor seating during summer, though are expected to be tolerable. The walkway is considered too windy for outdoor seating from autumn to spring. The recessed areas within the arches are expected to be more sheltered.

- 6.157 The railway viaduct to the south of the Site is suitable for work activities.
- 6.158 Upon completion the Proposed Development will represent a dominant structure with regards to wind effects. Southerly winds deflected downwards by the wide southern façade are prevented from reaching pedestrian level directly, but are channelled between the Development and existing buildings, impacting midway along Cameron Street and, in a more dissipated form, to the northwest of the Site. The Proposed Development is well orientated with respect to the most frequent extreme winds from the west-south-west. However, strong downdraughts from the northern façade, for north-easterly winds, reach pedestrian level and subsequently accelerate around the Development's northwest corner.
- 6.159 As a result, pedestrian level wind conditions marginally rate as unsuitable, in terms of pedestrian safety, for the general public around the northwest corner of the Development. This localised effect is considered moderate adverse but will be mitigated by either the presence of the consented Axis Tower, which would shelter the Proposed Development from north-easterly winds and affect the flow of southerly winds around the Development, or further development of wind mitigation measures as part of the detailed design. These measures could potentially comprise a canopy along the west façade of the Development and landscaping features around the northwest corner, on Whitworth Street West. Residual effects with regards to pedestrian safety are expected to be negligible.
- 6.160 In terms of pedestrian comfort, wind conditions are expected to be marginally windy but tolerable for pedestrian passage around the northwest corner of the Proposed Development and in the northern parts of Cameron Street. This minor adverse effect is also expected to be reduced to negligible by either the consented Axis Tower or development of wind mitigation measures as part of the detailed design.
- 6.161 The main entrance to the Proposed Development is recessed into the northern façade and enjoys suitable conditions for pedestrian ingress/egress. Within the surrounding area, entrances to the Hobs commercial outlet are expected to be windy but tolerable for pedestrian ingress/egress, considered a minor adverse effect. Otherwise surrounding

entrances are not expected to be significantly affected by the Proposed Development. There is potential for a minor adverse cumulative effect (with Axis Tower) on the northwest entrance to The Hacienda Apartments however resulting conditions are expected to be no worse than existing conditions at the main southwest entrance.

- 6.162 The spill-out seating for the City Road Inn is expected to be slightly windy, but tolerable, for associated activities. This minor adverse effect would be reduced to negligible with the consented Axis Tower in place.
- 6.163 The walkway spill-out seating at Deansgate Locks is expected to be too windy for comfortable long-term seating activities, though the recessed areas within the arches are expected to be more sheltered. As existing site conditions are marginal with respect to comfort, this effect is considered minor to no worse than moderate adverse. With the consented Axis Tower in place this effect would reduce to minor adverse.
- 6.164 No significant effects are expected on either the surrounding station platforms or the railway viaduct to the south of the site.

Daylight, Sunlight and Overshadowing

- 6.165 A detailed modelling study has been carried out by Watts as part of the Environmental Impact Assessment of the proposed development, to assess the likely significant effects of the proposals on sunlight, daylight and overshadowing for surrounding buildings.
- 6.166 The employed methodology is based on the BRE Guide 209 'Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice' and the assessment was conducted using 3D computer modelling and simulation applications.
- 6.167 A number of buildings have been assessed with regard to the impact from the proposed development on sunlight, daylight and overshadowing.
- 6.168 A total of 1,016 windows have been analysed for Vertical Sky Component (VSC) across 14 adjacent properties to illustrate the baseline position, the

proposed development, and the proposed development plus the recently consented Axis development. The analysis shows that windows to properties around the site already have varying levels of daylight. It is clear that there are 113 windows that are already moderately or substantially (181 windows) below the values suggested in BRE report 209. This is unsurprising given the city centre location of these properties.

- 6.169 Post development 69% of the windows analysed have not had the daylight to their face reduced by more than the BRE recommendation of 20% of their former value; The BRE Guidance considers that a 20% reduction is the point at which people notice the reduction in light. 152 of the windows have had their daylight reduced by slightly more than the 20% reduction recommend; 2 windows have had their day light reduced moderately below the BRE recommendation and 82 have been reduced substantially below the 20% reduction suggested by the BRE Guidance for sub-urban areas. It is important to highlight that in the city centre the BRE guidance for the sub-urban areas may be considered restrictive.
- 6.170 In terms of the Daylight Condition, post development 84% of the rooms have not had the area of daylight in the room reduced by more than the 20% suggested by the BRE Guidance. This 20% value is suggested for a sub-urban environment, not the city centre environment that the subject property is set. 25 of the 339 rooms have had their daylight reduced slightly below the recommended 20%, a further 17 rooms have been moderately affected below the BRE recommended 20%. Finally only 13 of the 339 rooms tested have had their daylight substantially reduced below the 20% reduction.
- 6.171 Regarding Annual Probable Sunlight Hours (APSH), post development 88% of the relevant windows are able to meet the BRE recommendations in respect of both annual and winter sunlight hours not being reduced by more than 20%. Interestingly, over 91% of the windows are able to achieve the BRE recommendation for the annual sunlight hours and winter sunlight hours separately; but not both times of year. Given the city centre environment this is considered to be good.

- 6.172 In terms of overshadowing, 20 balconies have been tested, 10 of which face south and overlook Whitworth Street West and are able to achieve the BRE recommendations of not more than a 20% reduction in the area of the amenity space. There is very little, if any, change to the sunlight to these balconies. The 10 balconies that exceed the recommended 20% reduction face due west, overlooking Albion Street. These balconies are set back within the line of the building. As a result the balconies are reliant on mid to late afternoon sunlight to achieve the BRE recommendations; the recessed design prevents the sunlight from the south from reaching the balconies.
- 6.173 The proposed development has the effect of interrupting part of the mid-afternoon sunlight to the western balconies and reduces the amount of the balcony receiving 2 hours of sunlight to approximately half of the former value. The evening sunlight is however maintained.
- 6.174 Further details are contained with the Daylight, Sunlight and Overshadowing chapter of the Environmental Statement.

Air Quality

- 6.175 During the construction phase, activities undertaken on the application site may cause dust and particulate matter to be emitted to the atmosphere. Any adverse impacts during construction and without mitigation are likely to be temporary, short term and of a minor impact.
- 6.176 Construction traffic generally has a high percentage of HGV and may cause temporary elevated concentrations of pollutants. The nature of the traffic and the periods over which the increase may occur are considered to be local and short-medium term in duration over the construction period.
- 6.177 Appropriate mitigation measures will be in place throughout the construction period to minimise any potential air quality impacts in accordance with the Construction Methodology submitted in support of this application.

6.178 The Transport Statement concludes that the volume of traffic associated with the proposed development will not result in a material change in highway operations. It is, therefore, considered that traffic generated by the operational phase of the development will have a minimal effect on local pollution concentrations, both on and around the proposed development site.

Noise and Vibration

6.179 An Environmental Noise Survey has been undertaken by Hilson Moran and is submitted as part of the Environmental Statement to support the application.

6.180 Attended sample noise measurements were carried out at strategic locations around the site with the purpose of determining the existing noise levels from road traffic, pedestrians and other significant noise sources in the area. Regarding noise, the measurements were performed at two different locations around the site between 13:00 hours on Monday 12 January 2015 and 16:30 hours on Sunday 18 January 2015. Regarding vibration, measurements have been undertaken at three positions chosen to be representative of worst-case vibration levels affecting the site, due to the nearby rail traffic. Measurements were taken between 13:45 hours and 15:40 hours on Monday 12 January 2015. Five noise/vibration sensitive receptors were identified in the vicinity of the site, namely:

- NV1 - Residential dwelling above City Road Inn, to the east of the Site
- NV2 - Hacienda residential apartments to the north east of the Site, on the corner of Albion Street and Whitworth Street West
- NV3 - Proposed Axis residential development, to the north of the Site, next to the raised Metrolink
- NV4 - The Ropeworks residential apartments to the south of the Site (south of the railway line), located between the railway, Hewitt Street and Little Peter Street

- NV5 - The Ropeworks residential apartments to the south west of the Site (south of the railway line), located between the railway, Hewitt Street and Little Peter Street

Demolition and Construction

6.181 The results of the noise surveys highlight that during demolition and construction, at location NV1, Major Adverse effects are predicted during the Demolition and Frame Construction stages. During the other stages (Groundworks and Foundation, and Facade Cladding), Moderate Adverse effects are predicted. A Negligible noise effect is predicted for all demolition and construction stages at receptors NV2 and NV3. At receptors NV4 and NV5, a Moderate Adverse effect is predicted during the Frame Construction stage. A Negligible noise effect is predicted for all other demolition and construction stages at these receptors

6.182 The impact on vibration would be negligible, with the greatest impacts during piling.

Operation

6.183 Based on the measured external noise levels, noise modelling software has been used to predict the future noise levels affecting the residential dwellings throughout the proposed development. The acoustic requirements of the various facades have been specified in detail within the Noise and Vibration chapter of the Environmental Statement and these will form part of the overall facade specification; a negligible impact is therefore expected. Calculations in relation to entertainment noise have also been undertaken which sufficiently demonstrate the negligible effect of external entertainment noise.

6.184 With regards to vibration a negligible impact is also expected.

6.185 It considered that the design of the plant should be sufficiently flexible to ensure that suitable quiet, non-tonal plant can be procured and/or suitable mitigation options can be included in the design.

6.186 Following the selection of plant items, measures that will be implemented where necessary to ensure the external plant noise level limits are not exceeded include:

- Location of plant to maximise distance and screening from noise sensitive receptors
- Selection of low-noise plant, including plant with night set-back modes
- Use of external screens/enclosures/acoustic linings around plant where necessary
- Use of appropriate in-duct attenuators, where necessary, on air-moving plant

6.187 A Negligible impact is therefore predicted in relation to noise and vibration.

TV and Radio

6.188 A Baseline Television Reception Survey has been carried out by GTech Surveys Limited prior to the introduction of the proposed development in order to record the existing television signal strengths and quality. These test results, used in conjunction with other information recorded during the survey, (for example, the existing surrounding buildings); assist us to assess the potential impact of the proposed development on television reception.

6.189 The area around the proposed development is no longer served by analogue television transmissions due to the completed Digital Television Switchover. The study area is served by Digital Terrestrial Television (DTT) services from the Winter Hill transmitter, 24km to the northwest of the proposed development.

6.190 In this study, field measurements were undertaken up to one kilometre away from the development site, however, the study mainly focused around the site and areas to the immediate southeast.

6.191 Additionally, investigations are carried out in all areas where predicted (modelled) interference may occur.

6.192 The survey shows that in general, building use around the proposed development is a mainly for commercial use. All signal receive antenna systems are mounted on rooftops, ensuring optimal reception conditions. All terrestrial television antennas are directed towards the Winter Hill transmitter. Around the site, the effects of slight signal attenuation are evident and the existing taller buildings in the study area are likely to be the cause.

6.193 Due to the completed Digital Television Switchover, analogue television signals are no longer available in the study area.

6.194 DTT services were available at all surveyed locations from the Winter Hill transmitter. At all locations, received signal levels were well in excess of recommended minimum amounts and the technical quality of received signals was found to be good. DTT services currently provide good coverage and service throughout the study area.

6.195 Taking into account the survey findings, the predicted impacts and effects following the development concluded that now that Digital Television Switchover has occurred in the region, analogue television signals are no longer available in the area. Consequently, no interference is possible to the reception of analogue television services. Due to the existing good coverage and the lack of typical two storey residential properties to the immediate north of the site (within any signal shadow zones), the proposed development will not impact the reception of DTT services. The proposed development will not impact digital satellite television reception, as there are no satellite signal receive dishes located in any theoretical signal shadow zones.

6.196 Overall, due to these findings, it is expected that the proposed development will have a neutral effect upon the reception of television broadcast services for local residents. No pre or post-construction mitigation measures are required and no interference is expected for any broadcast platform. For further information, the full Television Survey accompanies this application.

Contribution to Permeability of the Site and the Wider Area

“The contribution made to the permeability of a site and the wider area; opportunities to offer improved accessibility, and, where appropriate, the opening up, or effective closure, of views to improve the legibility of the city and the wider townscape.” (Paragraph 4.1.10)

6.197 The site's location on a key arterial route means that the proposals will this form a key part of the entry sequence into Manchester City Centre from the south. In particular, this is an important gateway from both the national motorway network and perhaps more importantly the City Region's International Gateway in Manchester Airport. Alongside the Axis development, the building will act as a landmark and define a point of entry into the city centre.

6.198 The building has been designed to front onto Whitworth Street West and the creation of a double-height space at ground level, combined with active uses, will provide animation to the street elevation.

The Provision of a Well-Designed Environment

“The provision of a well-designed environment, both internal and external, that contributes to the quality of life of those who use the buildings, including function, fitness for purpose and amenity.” (Paragraph 4.1.11)

6.199 The proposals include a high quality design and finish across the scheme. A wide mix of apartments which will range from one and two bedroom units are available to ensure choice for a wide range of potential occupants and to help foster a mixed community within the development.

6.200 In addition, the 24 hour concierge on the ground floor will be able to provide assistance to residents if need be and act as a point of contact for deliveries or visitors.

6.201 The exterior design of the development demonstrates attention to detail. The proposals have taken cues from the immediate context of the warm tones, and to distinguish from the Axis development which has followed a similar concept, the tones are slightly darker.

6.202 In addition the residential amenity facilities provide a number of lively and active spaces for residents, including the roof terrace and lounge areas. These facilities provide a sense of community, and illustrates the long term nature of the investment by the applicant,

Accordance with Manchester's Core Strategy Tall Buildings Policy

6.203 Policy EN2 of the adopted Core Strategy (July 2012) states that:-

“Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:-

- *Are of excellent design quality,*
- *Are appropriately located,*
- *Contribute positively to sustainability,*
- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.*

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.”

6.204 The Proposals positively contribute and support the aims of the Core Strategy policy on Tall Buildings by:

- providing a building of exceptional design quality, which is appropriately located within the city centre, on a plot identified as natural location for a landmark tall building;
- utilising a site that has excellent accessibility to a range of public transport modes, including Metroshuttle, bus, rail and Metrolink;
- incorporating sustainability measures as set out in the supporting Environmental Standards Statement and Energy Strategy, which will achieve Code for Sustainable Homes Level 4; and
- providing environmental improvements to the townscape of Whitworth Street West, with a building of exceptional quality that provides for activity and animation at street level.

7 Summary and Conclusions

- 7.1 This Planning and Tall Building Evaluation (the “Statement”) accompanies an application for full Planning Permission submitted to Manchester City Council (MCC) on behalf of the applicants, Brigantes Limited and Duvet 1 Property Management Limited (the joint “Applicants”).
- 7.2 The application is largely identical to that issued in April 2015, application reference 108705/FO/2015/C1, and is based on a re-submission of the same scheme design.
- 7.3 The site covers an area of 0.12 ha and occupies an important strategic location on Whitworth Street West, within Manchester City Centre. The application seeks approval for the demolition of 10-12 Whitworth Street West and redevelopment for a new 35 storey residential building providing 327 Build to Rent residential apartments.
- 7.4 The Statement sets out the context to, and a description of, the proposals and assesses them against relevant planning policy and the evaluation criteria set out in the ‘Guidance on Tall Buildings’ document prepared by Historic England and CABE (updated in December 2015) and the Tall Building Policy in the Manchester Core Strategy.
- 7.5 It demonstrates in relation to the historic environment, the proposed development site does not currently contribute to the significance of the identified designated heritage assets in its vicinity and the proposed development will preserve elements of their setting which contribute to their significance. The development will reinstate built form to the site and thus will improve the appearance of the immediate townscape.
- 7.6 The site has previously obtained consent for an 18 storey hotel, whilst this consent has now lapsed, a building of significant height has been established in the 2008 Whitworth Street West Framework and will further enhance this key gateway site alongside the recently approved Axis tower.
- 7.7 The site forms part of the 2008 Whitworth Street Area Development Framework. The overarching regeneration objective for the Southern Gateway is for:
- Landmark, world-class developments to enhance the City’s competitiveness on a global scale, attracting indigenous and inward investment and providing new employment opportunities for local communities;
 - The creation of a vibrant mix of active contemporary urban buildings, new landmarks and public spaces; and
 - High quality buildings complemented with a public realm of international standard to ensure Manchester can unlock further potential for economic growth in the future.
- 7.8 With specific reference to the proposed site, the Framework references the site as holding an extremely prominent position in the context of the Whitworth Street Framework. Key principles for the site include the unique opportunity for the development of landmark structures that maximise the beneficial impact of important vistas, enhance the visitor’s sense of arrival, terminate key views and provide visual connectivity with the city core.
- 7.9 The joint applicants and project team are committed to providing a sustainable building of the highest quality. 5Plus Architects has designed a residential building that not only announces the arrival into Manchester on a key gateway route, but complements the First Street development and the southern gateway. The proposal is to draw and extend activity from the city centre towards its southern periphery – visually linking the site both back to the City Core and to adjoining regeneration initiatives focused on First Street, Great Jackson Street, the City’s Conference Quarter and Whitworth Street West.

7.10 The development is described in the application form as:

“Demolition of the existing building at 10-12 Whitworth Street West and redevelopment of the site for a new residential building (Use Class C3), with associated residents’ services, facilities and communal spaces; servicing, highways, public realm and associated works.”

7.11 The Whitworth Street West residential-led development proposals will include:

- 327 Build to Rent residential apartments, divided into:
- 119 No. 1 bed apartments
- 208 No. 2 bed apartments
- Servicing and management facilities including reception and concierge areas, management office, lower ground floor back of house facilities and waste stores;
- 80 cycle parking spaces.

7.12 The architectural design and detailing of the building has been developed to a high standard appropriate to a building of this scale. The building responds to both its local context, whilst also creating a considered and interesting skyline feature from more distant views.

7.13 The Heritage Statement acknowledges the exceptional quality and design of the proposed development and the enhancement to the surrounding townscape, which will mitigate against any instances of adverse harm and will sustain the heritage values of the identified heritage assets. The Visual Impact Assessment has demonstrated that there would be an overall minor beneficial impact of the scheme on the wider townscape.

7.14 The Proposals have been designed to deliver a viable use and development of a site which has remained vacant for several years. Furthermore, the scheme will provide a landmark development on this

gateway site that will contribute to Manchester’s housing supply, an essential component in the delivery of projected economic growth.

7.15 The site is located in a highly accessible location within close proximity to Deansgate Station which offers national rail links to local stations, Manchester Airport, Liverpool, Leeds and further afield. The site is also within walking distance of the Regional Public Transport Hub in terms of Manchester Piccadilly Station and also Oxford Road Station. Both Oxford Road Station via the Northern Hub project and Manchester Piccadilly via HS2 have committed investment to increase capacity and improve services. This is significant investment that will provide an important foundation for economic growth in the City.

7.16 In addition, the site is close to major bus routes along Oxford Road as well as St Peter’s Square and Deansgate-Castlefield Metrolink stops. Both bus (Cross City Bus) and Metrolink (Network Expansion) are equally going through a programme of investment and enhancement.

7.17 The site’s proximity to transport links and its proximity to a wider range of employment, leisure, retail, cultural and educational opportunities means it is an appropriate location for high density development which maximises the use of the land, whilst contributing successfully to the City’s townscape.

7.18 The sustainability credentials of the building have been maximised within the viability constraints of the development. The Proposed Development will aspire to achieve Code 4 for Sustainable Homes.

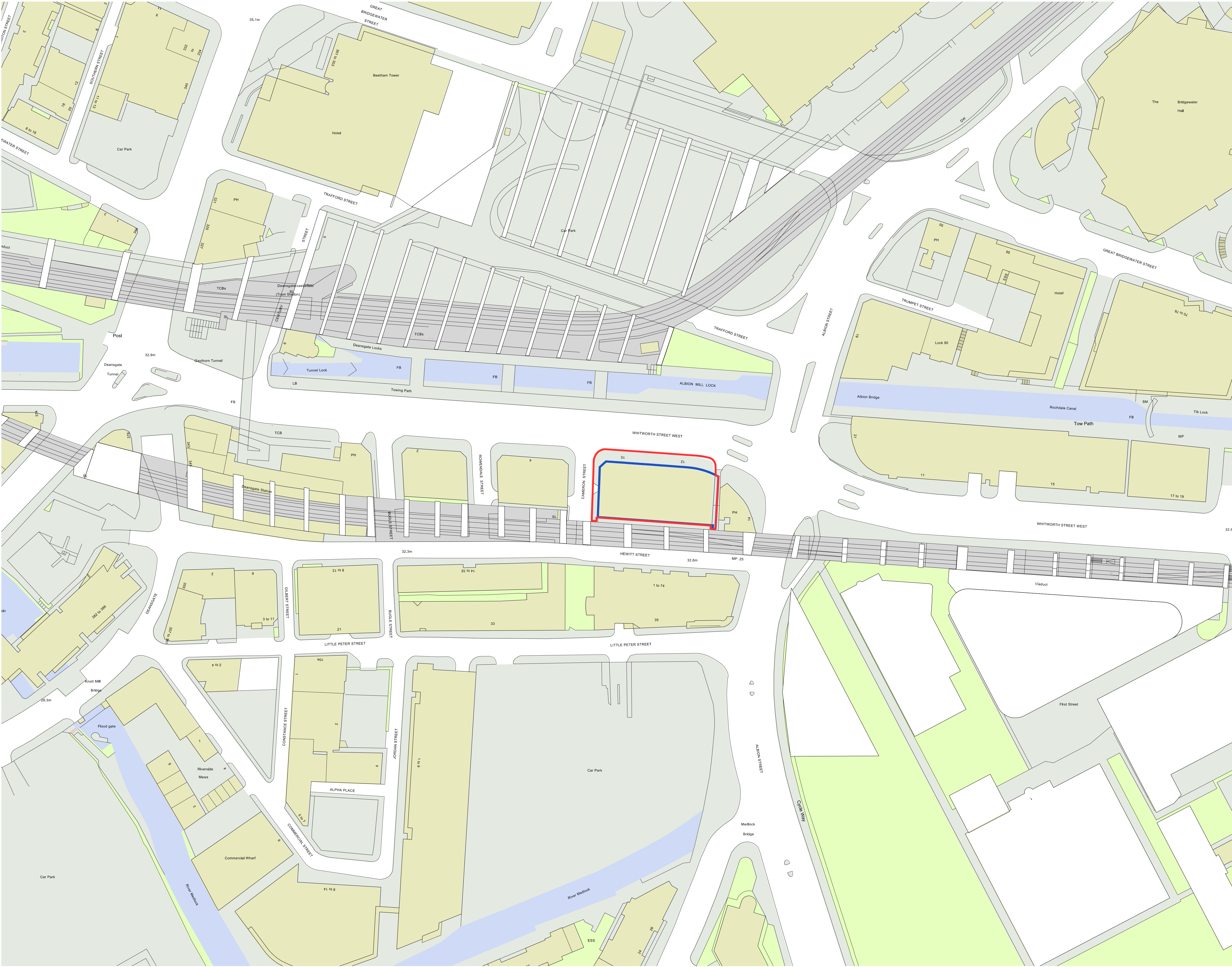
7.19 The proposals have been designed by a professional design team with significant experience and track record of delivering projects of this complexity and scale. Throughout the design process the proposals have been tested by Brigantes Ltd; the operator and manager of the building on completion, Residential Securities; and design team, to ensure both viability and deliverability.

7.20 The surrounding area has experienced dramatic change over the past decade from an industrial area to a modern residential hub. The proposals

will add further residential development to the area. The proposals relate to a key regeneration site in the Regional Centre – the economic driver for the City Region. They will deliver high quality apartments, with fantastic resident amenities in line with the Build to Rent model. They will deliver much needed new residential development taking into account Manchester's projected economic and population growth estimates.

- 7.21 Without new residential development in the places people want to live (such as the city centre) Manchester will not be in a position to fulfil its economic growth potential or increase its overall productivity levels.
- 7.22 In addition, the proposed development will deliver jobs and training for local people.
- 7.23 The application proposals have been prepared by the joint Applicants in consultation with Manchester City Council and a range of technical stakeholders, as well as adjoining owners and occupiers.
- 7.24 The application proposals are supported by an Environmental Impact Assessment of those topics that were identified as having the potential to create likely significant effects on the environment during the construction and operational phases of the Development. The topics were agreed through a formal EIA Scoping process and include: Cultural Heritage and Visual Impact, Noise and Vibration, Sunlight and Daylight, and Wind.
- 7.25 Overall, it is considered that the proposals are in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy. The proposal therefore merits the support from the City Council and the grant of Planning Permission.

Appendix 1 – Site Plan



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KEY PLAN:

Application boundary
Ownership boundary

A 18.08.15 Issued for Planning: Red line
- 22.04.15 boundary amended
Issued for Planning

REV: DATE: DETAILS:



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PROJECT:
10-12 Whitworth Street

TITLE:
Existing Location Plan

SCALE: 1:1250 A3 ORIGIN DATE: 15.12.14 DRAWN: JBe CHECKED: MH

STATUS:
Information

PROJECT: 05247 DRAWING NO: _MP_00_1000

Architecture | Masterplanning | Interiors | Graphics | Branding

Appendix 2 – Verified Photomontages Methodology

our studio

Accurate Visual Representation Methodology

2015



This document outlines Our Studio's process for verified imagery. It describes the process from commission through to completion of wireline, massing and fully rendered views. In drafting this methodology, guidance has been taken from relevant sections of: The Landscape Institute Advice Note (January 2011). Photography and Photomontage in Landcape and Visual Impact Assessment and where appropriate, London Plan 2011 Implementation Framework (March 2012) London View Management Framework Supplementary planning Guidance: Appendix C: Accurate Visual Representations.

Prior to commencement, the series of views are chosen by the project team. This would usually be completed with the assistance of a townscape planning specialist - Our Studio would recommend that this is undertaken, especially if the views are intended to form part of an Environment Impact Assessment Report.

The disciplines employed are of the highest possible levels of accuracy and photo-realism which are achievable with today's standards of architectural photography and computer-generated models.

The process is divided into a number of stages, once the viewpoints have been chosen. These are summarised as follows:

Stage 1 - Commissioning of photography

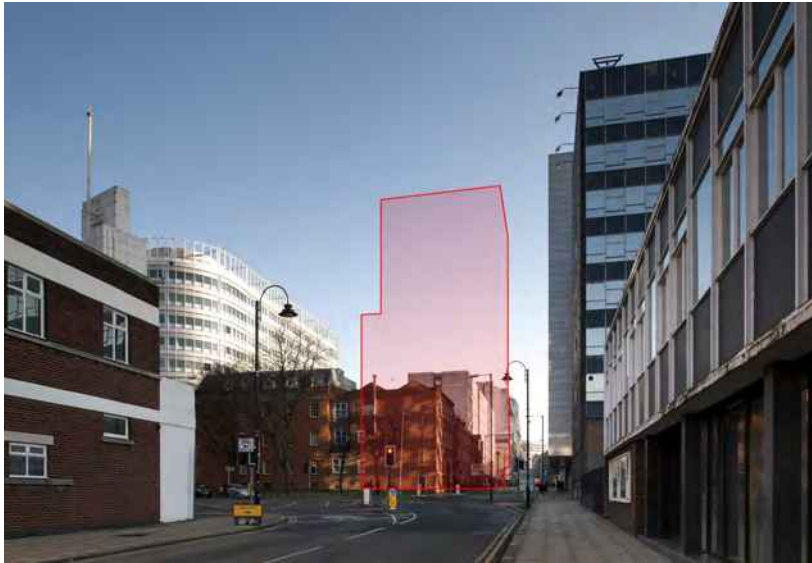
Stage 2 - Commissioning of Survey

Stage 3 - 3D Modelling of scheme

Stage 4 - Integration of photography and survey data to form the alignment

Stage 5 - Adding scheme and rendering

Stage 6 - Completion of final image



LEVEL 0 - Location and size of proposal



LEVEL 1 - Location, size and degree of visibility of proposal



LEVEL 2 - As level 1 + description of architectural form



LEVEL 3 - As level 2 + use of materials

Stage 1 - Photography

2015

1) After consultation with the Local Authorities, the chosen views are typically scoped out in the form of draft photographs and marked on an OS map. Our Studio will then brief the professional photographer on each viewpoint.

At each of the chosen viewpoints, a photograph of the actual view is taken recording its position on the ground (by photography as well as inserting a survey pin into the ground). This assists the survey team with identifying the camera position and measuring co-ordinates.

The Photography is taken using a full frame digital camera placed vertically above the chosen point at a standard height of 1.6m. This is typically achieved using a plumbline vertically beneath the centre of the lens.

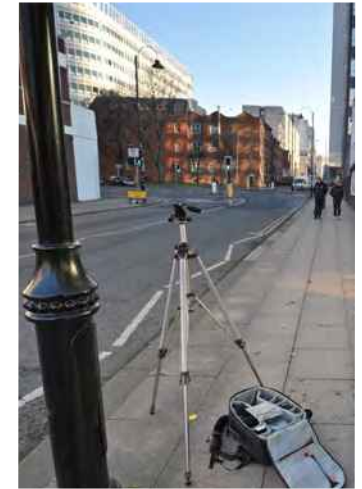
Our photographer uses a lens with a known field-of-view (FOV) and sets the camera on a levelled tripod. High quality lenses are used to ensure minimum distortion. Within each study or series of images, the photographer will aim to use a consistent lens. This is typically a 35mm perspective control lens for a local view. However, for mid-distant views a 58mm or 150mm lens may typically be used.

The Photographer notes the time and date of each shot (which is always captured in the EXIF metadata) - this enables any lighting conditions to be replicated later on in the process.

Our photographer uses an Arca Swiss 69 F-Line Metric, Architectural camera with Rodenstock 35 mm, high-resolution, digital lens. The digital chip dimensions are 49.1mm x 36.8mm which equates to a 70 degree angle of view using a 35mm lens.



Camera location map



Camera position



Final photo

Stage 2 – Survey

2015

For each agreed photo viewpoint location an instructional document is released to the survey subcontractor. The surveyor is instructed (by means of a marked up photograph) to record a range of reference points that would enable a very high degree of accuracy.

These points should be centred on the location of the candidate scheme, and be varied throughout the depth of the view – ie near, mid-distant and far points. The points can then be measured by the survey team and will be recorded in terms of their Easting, Northing and height in relation to Ordnance Survey (OS datum)

The survey team also replicate the position of the camera in order to survey points on the horizon of the photograph. These can be used later in the process to remove any rotational errors in the photo.

Survey Equipment Required

- Global Positioning System (GPS)
- Total Station (with good reflectorless EDM range)

Field Survey Methodology

- Camera Locations – To establish the position of a viewpoint, the surveyor sets up a GPS on it and records enough points to ensure a high level of accuracy.
- Reference points – The surveyor sets up two temporary stations (TBMs) within view of each reference point and establishes their location using the GPS. Once these co-ordinates have been established, the surveyor sets up a Total Station on the TBMs and takes 3 reflectorless survey shots to the reference point in question.

Note: Where GPS positioning is not possible near to the required survey point – due to poor signal, for instance – the surveyor set up his TBMs at the nearest position possible and traversed traditionally to a position where he could survey the point.

Data Processing & Delivery

GPS data is processed through to acquire the surveyed points in the form of a delimited text file containing OSGB36 co-ordinates. Plus a 3D point cloud and camera position that can be imported into our 3D software.



Survey points

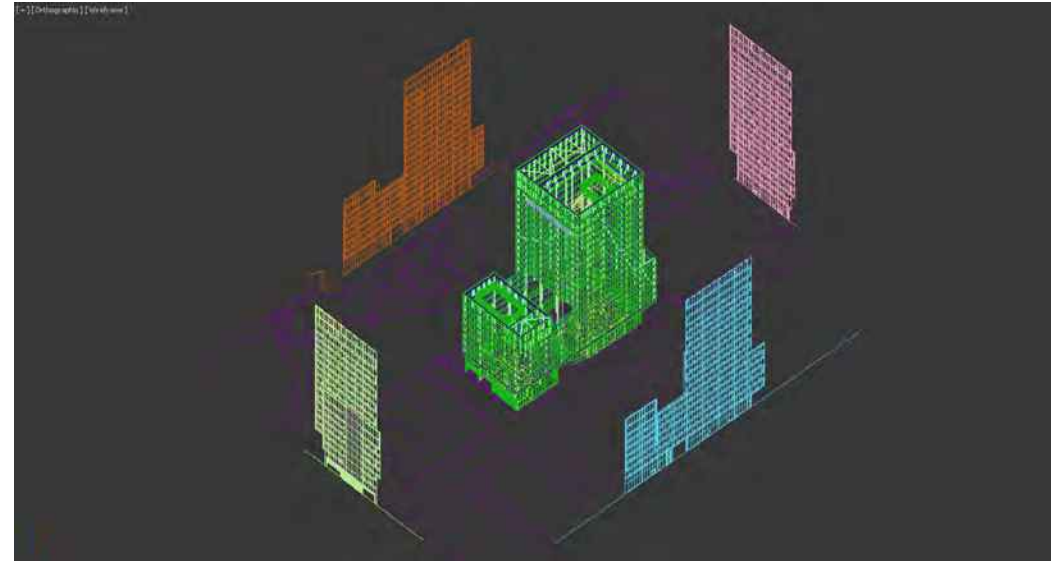
Stage 3 - Modelling of the Scheme

2015

Within 3DSMax software, the scheme is modelled from drawings supplied as dwgs by the architects. The model can be constructed in a number of ways dependent on the type of image being produced. The requirement is often for initial views, to study the form of the scheme and its impact on the surrounding environment - here, a block model is usually appropriate to allow all parties to assess the scheme.

From here a detailed model is often commissioned to progress to fully rendered certified imagery.

The model is setup in the 3D Virtual environment in relation to OS so that it can be integrated with the survey information.



DWG elevations and plans are imported to enable accurate modelling.



Orthographic view of detailed model

Stage 4 - Integration of photography, and survey data to form the alignment

2015

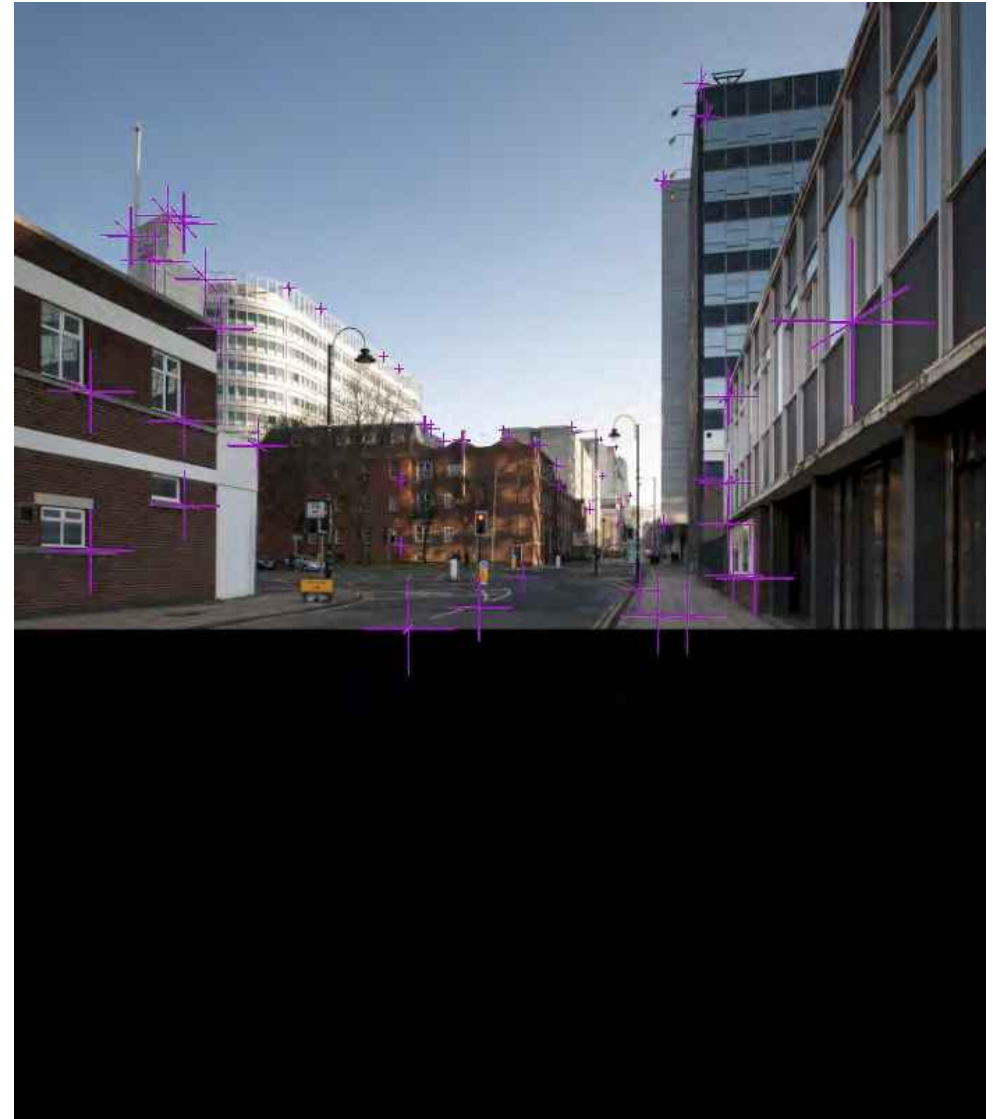
The first three stages are now brought together to create the alignment, within the 3D software.

Firstly, the photography is brought into the 3D software, in the form of a background so that the surveyed information can be aligned to it ie camera-matching. A couple of stages are completed to accomplish this.

1. The photo is brought into 'Adobe Photoshop' editing software. Any rotational inaccuracies from the photo are removed. This is completed by using the surveyed horizon information and rotating the image accordingly.
2. Any 'shift' applied by the photographer using the perspective control lens needs to be addressed. Vertical shift is applied to allow the photographer to photograph tall buildings whilst keeping the camera level, and hence the verticals of the image vertical. It has the effect of 'shifting' the horizon off the centre of the image. To use the photography within the 3D software, the horizon has to be returned to the centre of the image - this is done by adding a blank area to the top or bottom.

Secondly, the survey data is brought into the 3D software. Returned to Our Studio as a database document, the Easting, Northing and height co-ordinates that can be imported so that they form points in 3-dimensional space. The virtual camera is also located, using the OS reference returned to Our Studio.

Lastly, the camera is adjusted so that the surveyed points line up with the background photography. The field-of-view (FOV) is entered according to the lens the photographer used and the location of the camera's 'target' is adjusted in the X and Y plane (ie not vertically) so that the points align with the features surveyed.



3D software viewport showing background photography aligned with survey data points.

Stage 5 - Adding scheme and rendering

2015

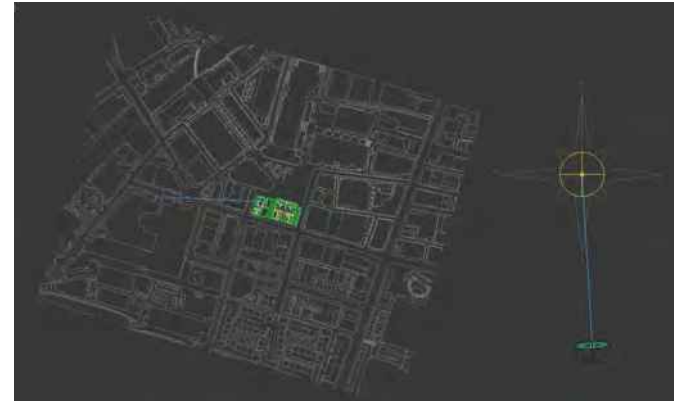
Upon completion of the camera alignment the 3D model (as described in stage 3) is brought into the 3D virtual environment in relation to OS.

Lighting is then setup in the 3D virtual environment to match the sunlight conditions at the time the source photograph was taken.

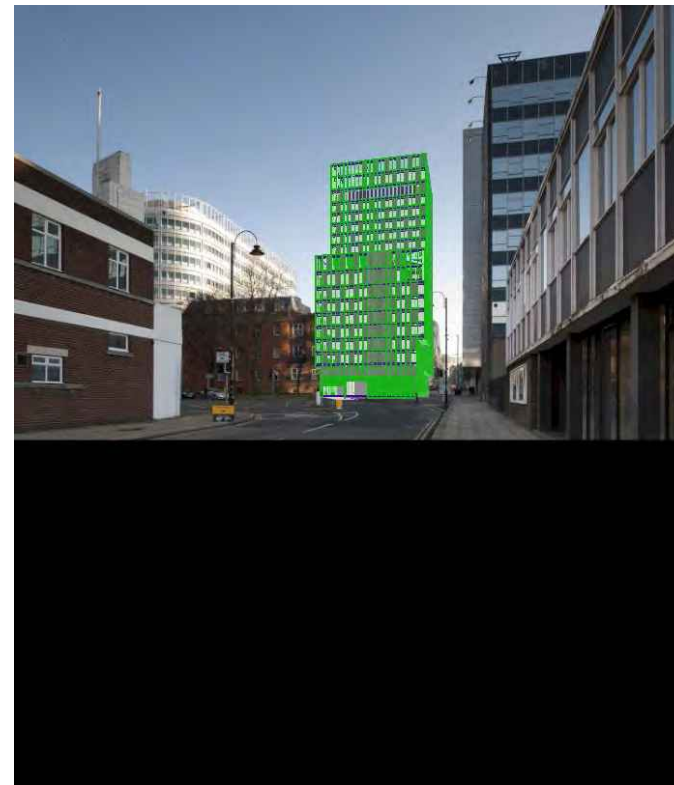
In order to assist a more qualitative assessment of the proposals, the output image needs to be a photo-realistic reflection of what the proposed scheme would look like once constructed. The process of transforming the wireframe 3D scheme model into one that can be used to create a photo-realistic image is called texturing.

Prior to rendering, Our Studio requires details from the architect regarding the proposed materials (e.g. type of glass, steel, aluminium etc.) to be utilised. This information is used to produce the appearance and qualities in the image that most closely relates to the real materials to be used.

The 3D model is then rendered in the 3D software at the same resolution as the photograph.



3d software showing top view of model aligned with OS plan including camera location and sunlight setup.



3d software showing view from camera with photo background and model in position.

Stage 5 - Completion of final image

2015

This render is then superimposed into the photo using photoshop editing software. Any foreground elements which should be in front of the render ie traffic lights, lampposts, trees, buildings are 'masked' from the source photograph and placed in front of the render creating the final image.



Final image

our studio

12 Hilton St, Manchester, M1 1JF - 0161 237 1900

2015



Appendix 3 – Consultation Responses

Brown, Rachel X (UK - Manchester)

From: Ives, Graeme <Graeme.Ives@HistoricEngland.org.uk>
Sent: 02 April 2015 10:06
To: Brown, Rachel X (UK - Manchester); Cooper, John (UK - Manchester); Kirsten Ryan (kryan@heritagearchitecture.co.uk) <kryan@heritagearchitecture.co.uk>
Cc: Laybourn, Gillian <Gillian.Laybourn@HistoricEngland.org.uk>
Subject: Whitworth Street West

Dear Rachel/John/ Kirsten

Thank you for presenting the view analysis during our meeting about Whitworth Street West last week.

In response – the selected views seem to provide a thorough assessment of the proposal within the context of the G-Mex and Midland Hotel – the grade II* listed buildings nearest to the site, both in terms of the individual scheme and also the combined impact of the Axis tower.

At 35 storeys this is a larger scale proposal, however the form and mass of the G-mex and the architecture of the more distant hotel are of sufficient mass and scale, and have sufficient robustness within the street scene, to ensure that the proposal will not harm the significance of those heritage assets despite being within their setting.

I hope this provides a helpful response to the pre-application view analysis. For further involvement it would probably be best to email Gillian Laybourn, Business Officer for the Manchester area, who will make sure that your query is passed to the most appropriate person.

Thanks
Graeme

Graeme Ives
Principal Inspector of Historic Buildings and Areas North West

Direct Line 0161 242 1430
Mobile 07747 638 333

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Jon Matthews
5 Plus Architects
4th Floor
The Hive
47 Lever Street
Manchester
M1 1FN

11 March 2015

Dear Jon

Re: 10 – 12 Whitworth Street, Manchester
Design Review – 26 February 2015, Manchester

Thank you for bringing this proposal to Places Matter! Design Review. It is evident that you have put a great deal of thought into visualising this within the wider context of the Whitworth Street development area and have tried to create a complementary piece to the projects happening in this part of Manchester. However, more view analysis would have helped to fully gauge all aspects of the height relationship. Overall we are very supportive of this proposal.

Your analysis of the area and the potential for off site parking is a sensible and welcome solution.

A dominant characteristic of this part of the city is the varied levels of public realm from which buildings are viewed and against which buildings need to be designed. The site is in close proximity to the trains which are elevated over the railway arches. There are the clubs and restaurants in the railway arches across Whitworth Street as well as the tram station and steps across the roadway from the site. All these provide vantage points from which to view the new development and also set the levels against which 10-12 Whitworth should be seen.

Although you have placed the setback of the base of the building to match the eave line of the adjacent Victorian buildings we are not convinced that this is achieving the desired effect as it feels low in relation to the pieces of infrastructure surrounding the site. We would encourage you to reconsider this and raise the setback another floor.

This building together with the Beetham Tower and the soon to be built, Axis Tower will form a new composition of tall buildings. The clustering of these three buildings works well but is least successful at the point to the south at which the CGI has been created. It would be worthwhile stepping further away from this point to ensure that there is a marked change between the Beetham Tower and the height of this building, creating more hierarchy in the composition.

The entrance to the building is ambiguous and we think you should consider creating a stronger statement indicating where this is. As it is off centre it will need a clearer design solution that signals this along the street. Perhaps if the entrance were recessed it might mark the entrance more clearly and provide some breathing space at pavement level.

Upon entering the building we feel you have lost the entry sequence. All the activity is happening either side of the entrance lobby which produces an ambiguous welcome. There will be a fairly large amount of resident traffic through the lobby at certain hours of the day and the lift lobby feels pinched and not an adequate enough space to allow for people waiting for lifts.

The elevation fronting onto Whitworth Street West is a very restrained, heavily glazed, simple solution which is a welcome addition but we would like to see more consideration of the eastern elevation. The view along Whitworth Street from the east is very important and this elevation has a very blank quality about it. There are windows but they are narrow ones to secondary spaces such as bedrooms. As well as this building terminating a very long vista with a seemingly blank gable there are great views out. We feel there is an opportunity to provide dual aspect apartments which make the most of the view.

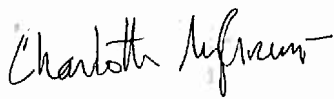
We feel the least successful elevation is the southern one which loses the strength of the simplicity of the north elevation by having the two blank strips running down in front of the lift core and we recommend that you should give this further consideration.

We asked the question about what effect this development will have on wind speeds in the area and we understand that this is being investigated.

We support a building made from the best quality materials so that it has longevity and becomes a serious part of Manchester's future building stock. For example, we feel the use of anodized aluminium would be preferable to power coated. This proposal should go into planning as the best scheme possible.

Thank you for a very clear presentation. In summary we support this level of development at this site but would welcome more distant views for context. We believe the design has a clear logical diagram and is a very rational building.

Yours sincerely



Charlotte Myhrum
Design Review Manager

Cc: Matt Hayward, 5Plus Architects
Edward Pearce, Mercer
John Cooper, Deloitte
Jessica Stanley, Deloitte
Rachel Brown, Deloitte
Dave Roscoe, Manchester City Council

Brigantes Ltd
1 Le Truchot
St Peter Port
Guernsey
GY1 1WD
FAO Edward Pearce (Mercer Real Estate Partners)

Date: 10th March 2015

Dear Mr Pearce

Historic Environment Record consultation and enquiry for the need for archaeological works at 10-12 Whitworth Street, Manchester

Thank you for consulting GMAAS on the need for an archaeological input to this proposed scheme. We act as archaeological advisers to Manchester City planning authority and maintain the Historic Environment Record (HER) on behalf of the Greater Manchester Authorities

An archaeological study was undertaken ahead of a previous scheme for this site, by the University of Manchester Archaeological Unit in 2009: 'Pillo Hotel, 10-12 Whitworth Street, Manchester – An archaeological desk based assessment and building appraisal.' The report on the results of this study concluded:

'The present warehouse building which occupies the study area was erected in 1902, and was modified in 1926 and, more radically, in c 1960 and again in 1990-2. The original building was designed by the Manchester architect J W Beaumont for a firm of iron and steel merchants, Tatham & Co. Its frontage had something of the embellishment of contemporary textile warehouses and, like them, included a sales room area. However, at three storeys it was lower than some of the grander textile warehouses of the day and the building also had the distinguishing feature that its main storage area originally comprised a single space open from the ground floor to the roof.

While this building was something of a rare type, key elements of the original design have been removed by later modifications. As a result the photographs and written description contained within the present report are considered to provide an adequate record of the structure.

It is also probable that the study area contains no remains other than the present standing building. In consequence, no further archaeological work is recommended for the proposed development.'

GMAAS agrees with this conclusion and consider that no further archaeological mitigation is required for this development site.

Yours sincerely



Norman Redhead
Heritage Management Director (Archaeology)

Tel: 0161 295 5522

LPA Reference No:
Our Reference No: 2015/035/PRE15



AERODROME SAFEGUARDING RESPONSE

Response under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

APPLICATION DETAILS

Local Planning Authority: Manchester City Council	
Application No:	Application Type (OUT/FULL/REM/VAR) PRE-APP
Development Proposal: Height of the building – 119m, height AOD – 153.265m	
Location: Whitworth St West, Manchester City Centre	OS Co-ordinates (Eastings/Northings): 383581, 397516
Applicant (name and address):	Agent (name and address): Jessica Stanley Assistant Director Deloitte Real Estate 2 Hardman Street Spinningfields Manchester M3 3HF

SAFEGUARDING DETAILS

Our Reference Code: 2015/035/PRE15		Date Application Received (including sufficient information as required by Circular 1/03). 13/02/2015	
Date put on Hold and Details (where applicable):		Response Date on Consultation:	Date Response Returned: 23/02/2015
Height of Ground Level at Development Location (Above Mean Sea Level): N/a	Maximum Height of Proposal (Above Ground Level): Height of building 119m	Overall Maximum Height of Proposal: Height AOD 153.265m	

LPA Reference No:
Our Reference No: 2015/035/PRE15



Safeguarding Zone (please X)

Grey ☐
Red ☐

Green ☐
Yellow ☐

Blue ☒

Bird Strike Zone ☐
Wind Turbine Zone ☐

As safeguarding authority for Manchester Airport our response, under the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, is as follows:

No Objection ☒ Objection ☐ Require Conditions ☐
(Please X as appropriate)

Pre-application aerodrome safeguarding assessments have been undertaken in relation to the proposed development. Based upon the material supplied at this stage, Manchester Airport would have no safeguarding objections to the proposal, however we would like to bring the following to your attention:-

Height

At a maximum height of 119m, we would raise no physical safeguarding objections to the proposed development.

However, should any crane operations be required during the construction process, we would like to draw your attention to the requirement within the British Standard Institute Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore notify Manchester Airport Airfield Operations at least one month in advance of intending to erect a crane or tall construction equipment to determine whether a Tall Equipment Permit would need to be obtained and whether any operating restrictions would need to be agreed in advance.

Reason: To ensure that Manchester Airport's Obstacle Limitation Surfaces are protected to avoid endangering the safe operation of aircraft.

We would recommend that City Airport (Manchester Barton) be consulted on this pre-application in order to carry out safeguarding assessments relating to their aerodrome.

We reserve the right to make further comments in relation to any subsequent application.

LPA Reference No:
Our Reference No: 2015/035/PRE15



Signed: *K. Bridges*

(Authorised Safeguarding Officer)

Date: 23/02/2015

Counter Signed: *[Signature]*

(Principal Planner)

Date

23-02-15

The appropriate office for the purpose of consultation is:

Group Planning Director, Group Planning,
MAG, 3rd Floor Olympic House,
Manchester Airport, Manchester, M90 1QX
Email: planning@manairport.co.uk Tel: 0161 489 2767

Brown, Rachel X (UK - Manchester)

From: Nicholas Jones <NJones@hilsonmoran.com>
Sent: 01 April 2015 15:31
To: Brown, Rachel X (UK - Manchester)
Cc: Candelent, Paul (Capita) <Paul.Candelent@capita.co.uk>; Sleigh, Richard (Capita) <Richard.Sleigh@capita.co.uk>; Chris Birch <CBirch@hilsonmoran.com>; Jack Richardson <JRichardson@hilsonmoran.com>; Stanley, Jessica (UK - Manchester)
Subject: FW: 10-12 Whitworth Street - Noise & Vibration

Rachel

FYI below, we have received agreement from the EHO that our proposals for controlling external environmental/entertainment noise (which are described in the ES) are acceptable.

Best regards

Nicholas Jones
Head Of Acoustics



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Mobile: +44 (0)7841 673389
Switchboard: +44 (0)1252 550500
Further info: www.hilsonmoran.com

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Registered No. 1233447 England Registered Office: One Discovery Place, Columbus Drive, Southwood West, Farnborough, Hampshire GU14 0NZ

[Please see our email policy online](#)

From: Nicholas Jones
Sent: 01 April 2015 15:29
To: 'r.knightley@manchester.gov.uk'
Cc: Jack Richardson
Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Thanks Rick. We have undertaken modelling of the proposed development facades to assess the variation up and around the building. The noise level varies on the various floors and facades, so the glazing specification will vary accordingly, but this is always with a view to achieving the MCC internal noise limits. You should see this in the ES which is being submitted soon.

Best regards

Nicholas Jones
Head Of Acoustics



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From: r.knightley@manchester.gov.uk [mailto:r.knightley@manchester.gov.uk]

Sent: 31 March 2015 10:46

To: Nicholas Jones

Cc: Jack Richardson

Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Thanks Nicholas,

Given that the resultant level at 63Hz would be 10dB below the equivalent NR25 curve, I am satisfied that this would be enough to protect residential amenity. However, I would stipulate that 1) the building services operates at NR25 and 2) operates continuously.

The mechanical ventilation scheme will obviously need to be adequate so as occupants do not have to open windows for rapid ventilation. Looking at the external noise levels, it may be that a sealed glazing scheme is appropriate but this will have to be signed off by Building Control.

Are you proposing the same standard of insulation in all rooms at all facades? If not, then you'll need to submit separate schemes accompanied with full break in calcs.

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
Manchester,
M18 8EQ

External: 0161 234 5004
Internal: 801 31165
Fax: 0161 274 7309
email: r.knightley@manchester.gov.uk
website: www.manchester.gov.uk

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Nicholas Jones <NJones@hilsonmoran.com>

To "r.knightley@manchester.gov.uk" <r.knightley@manchester.gov.uk>

cc Jack Richardson <JRichardson@hilsonmoran.com>

27/03/2015 16:36

Subject RE: 10-12 Whitworth Street - Noise & Vibration

Hi Rick

We don't generally receive sound reduction data for the 63Hz octave band, as the lab testing involves measuring the reverberation time in the lab in this octave band, the results of which can be very erratic and are therefore not reliable. However, I would estimate that the sound reduction would be around 30 dB at 63Hz.

Subtracting this from the measured 63Hz entertainment noise level (74 dB) gives 44 dB, which is over 10 dB less than the NR 25 curve at 63Hz (55 dB), which would suggest that the building services at this level would provide sufficient masking.

The proposed Rw 49 dB glazing (involving laminated glazing and a deep airspace) is about as good as it gets.

Best regards

Nicholas Jones

Head Of Acoustics

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MORAN**



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From: r.knightley@manchester.gov.uk [<mailto:r.knightley@manchester.gov.uk>]

Sent: 27 March 2015 13:23

To: Nicholas Jones

Cc: Jack Richardson

Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Thanks Nicholas,

Are you able to provide more insight re: the 63Hz, the attenuation afforded by the glazing (in combination with the mech. vent.) as to the resultant internal level and whether this would be audible to residents?

63Hz aside, the scheme looks to provide a high level of attenuation/masking so as to protect future occupants. I just want to make sure that because the insulation is so high (and in the absence of further details re: mech.vent. method), that the 63Hz is not left 'standing out' in rooms.

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
Manchester,
M18 8EQ

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Nicholas Jones <NJones@hilsonmoran.com>

25/03/2015 17:07

To "r.knightley@manchester.gov.uk" <r.knightley@manchester.gov.uk>

cc Jack Richardson <JRichardson@hilsonmoran.com>

Subject RE: 10-12 Whitworth Street - Noise & Vibration

Rick, apologies, location plan now attached Best regards

Nicholas Jones
Head Of Acoustics



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From: Nicholas Jones
Sent: 24 March 2015 11:01
To: 'r.knightley@manchester.gov.uk'
Cc: Jack Richardson
Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Rick, responses in green below. I trust this is acceptable. Regards

Nicholas Jones
Head Of Acoustics



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From: r.knightley@manchester.gov.uk [<mailto:r.knightley@manchester.gov.uk>]
Sent: 23 March 2015 18:29
To: Nicholas Jones
Cc: Jack Richardson
Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Hi Nicholas,

I've made comments in red below.....

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
Manchester,
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Fax: 0161 274 7309
email: r.knightley@manchester.gov.uk
website: www.manchester.gov.uk

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Nicholas Jones <NJones@hiltonmoran.com>

23/03/2015 15:43

To "r.knightley@manchester.gov.uk" <r.knightley@manchester.gov.uk>
cc Jack Richardson <JRichardson@hiltonmoran.com>
Subject RE: 10-12 Whitworth Street - Noise & Vibration

Rick

The table below presents our assessment of entertainment noise break-in to the proposed development, based on the worst-case bedroom (smallest room with largest area of glazing, on the lowest residential floor level):

	Sound Level (dB) at Octave Band Centre Frequency (Hz)						Notes
	125	250	500	1k	2k	4k	
Total External Leq Noise Level – All Sources	68	65	64	64	61	54	Measured during operation of venues time, day? 2-3am, Saturday morning
External Leq Noise Level – excluding Entertainment Noise	66	64	63	63	60	53	Measured when venues were closed time, day? 3-4am, Saturday morning
Resultant External Entertainment Leq Noise Level	64	58	57	57	54	47	Resultant component due solely to venue noise
Glazing, R _{Ctr} /R _{tra} ? See below	-33	-38	-41	48	-50	>47	How will ventilation openings (if any) affect the performance? There will be no ventilation openings
Predicted Internal Entertainment Leq Noise Level	31	20	16	9	4	<0	Inside worst-case bedroom, 100% glazing, lowest residential floor level - what floor level is this? Second floor level
Internal L90 Background Noise Level	44	35	29	25	22	20	Due to internal building services - mech. vent.? - what is the LAeq /NR with this? This is the noise level due to the MVHR system, NR25 in bedrooms
Difference	-13	-15	-13	-16	-18	-20	Achieves better than -10 dB required

The glazing SRIs are (125Hz-4kHz octave bands) 35 41 44 49 51 54

It can therefore be seen that the predicted internal Leq noise levels due to entertainment noise will achieve the criterion (a) that we discussed below (entertainment Leq 10 dB less than background L90).

The glazing that will be used achieves a very high sound reduction performance - **what is this (overall)? Rw 49 dB**, so as to sufficiently attenuate the high levels of road traffic noise, which is the dominant external noise source affecting this side of the development (as demonstrated by the measured levels in the table above). - **what side of the dev. is this? - Whitworth St West? A location plan would be good Whitworth Street West side (north facade), location plan attached.**

The assessment also demonstrates that the 125Hz limit specified in criterion (b) that we discussed below (31 dB) can be achieved. Test data is not available for the proposed glazing in the 63Hz octave band, therefore it is not possible to demonstrate that the 63Hz limit can be achieved - **Can test data be obtained? The test data we have is for the glazing in frames, measured in a laboratory, and only goes down to 125Hz - what was the measured external 63Hz? 74 dB Leq for entertainment noise.** However, we trust that the above assessment sufficiently demonstrates the negligible impact of the entertainment noise.

Best regards

Nicholas Jones
Head of Acoustics



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From: r.knightley@manchester.gov.uk [<mailto:r.knightley@manchester.gov.uk>]

Sent: 13 March 2015 13:35

To: Nicholas Jones

Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Hi Nicholas,

The requirement was the same for the Axis development (at least that is what I recommended to the planners in my response). I think it would be better to do the noise survey and initial assessment first before a decision is made re: a) or b).

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
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Nicholas Jones <NJones@hilsonmoran.com>

13/03/2015 13:10

To "r.knightley@manchester.gov.uk" <r.knightley@manchester.gov.uk>
cc

Subject RE: 10-12 Whitworth Street - Noise & Vibration

Hi Rick

That previous project went away altogether, thankfully!

Thanks for your responses below.

Regarding item 1, I assume we could achieve either one of the following, for example because there is no additional benefit to achieving (b) if we have already achieved (a), and vice versa:

(a) Internal LAeq (entertainment noise) should be controlled to 10dB below the internal LA90 (without entertainment noise)

or

(b) Noise levels in the 63Hz and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 37dB and 31dB

I note that the recently consented Axis scheme targeted only requirement (a).

Best regards

Nicholas Jones
Head Of Acoustics

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at facilities
MANAGEMENT 2015 STAN0 F32C / 24-26 MARCH 2015
NEC, BIRMINGHAM



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From: r.knightley@manchester.gov.uk [<mailto:r.knightley@manchester.gov.uk>]

Sent: 11 March 2015 10:40

To: Nicholas Jones

Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Hi Nicholas,

Ah yes! Whatever happened to that?

Re: Your response:

1. One of the biggest noise control issues in this location will be bass breakout from the licensed premises on Deansgate Locks (along with the railway line and road!). Therefore, in addition to the 35dB LAeq, you'll need to look at what will be breaking in re: low frequency content.

The design aim should be that the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise), and noise levels in the 63Hz and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 37dB and 31dB, respectively.

Needless to say, a scheme for whole house mechanical ventilation will be necessary.

2. OK

3. Noise control for the gym (impact noise important) and lounge/cafe will have to be looked at. Locating these uses away from residential units is advisable and at least not having them so that they are structurally connected/adjoining should be the design aim.

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
Manchester,
M18 8EQ

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email: r.knightley@manchester.gov.uk

website: www.manchester.gov.uk

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Nicholas Jones <NJones@hiltonmoran.com>

09/03/2015 17:03

To "r.knightley@manchester.gov.uk" <r.knightley@manchester.gov.uk>
cc

Subject RE: 10-12 Whitworth Street - Noise & Vibration

Hi Rick

That project was the nightclub at 40 Chorlton Street a few years ago.

My responses to your queries are as follows:

1. Please see attached location plan.
2. This is noted.
3. The ground and first floors provide residential amenity and include a café / lounge area, gym, waiting and workspace areas. These facilities are for use by residents only and are not a separate commercial use.

I trust this is satisfactory.

Best regards

Nicholas Jones
Head Of Acoustics

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at MIPIM 2015 / PROUD SUPPORTERS
OF MIPIM & THIS YEAR'S
MANCHESTER@MIPIM 2015



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From: r.knightley@manchester.gov.uk [<mailto:r.knightley@manchester.gov.uk>]

Sent: 06 March 2015 21:59

To: Nicholas Jones

Subject: RE: 10-12 Whitworth Street - Noise & Vibration

Hi Nicholas,

You'll have to remind me, which development was that?

The only comments I have now then would be:

1. Can you email me a location plan?
2. I am currently reviewing our GD03 document - please note that internal noise level requirement for living rooms is 35dBLAeq (to reflect new BS8233).
3. Is there are commercial use proposed i.e. ground floor A3/A4?

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
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Nicholas Jones <NJones@hiltonmoran.com>

05/03/2015 12:09

To "r.knightley@manchester.gov.uk" <r.knightley@manchester.gov.uk>
cc
Subject RE: 10-12 Whitworth Street - Noise & Vibration

Hi Rick, good to be in touch again, albeit this time on a rather less controversial development!

Thanks for coming back to me. I'm unfortunately on a train until about 1:30 so I can't call as reception is rather patchy, so your notes below are very useful. I have added some responses in **green**.

Best regards

Nicholas Jones
Head Of Acoustics

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Switchboard +44 (0)1252 550500
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From: r.knightley@manchester.gov.uk [<mailto:r.knightley@manchester.gov.uk>]
Sent: 05 March 2015 11:40
To: Nicholas Jones
Subject: Fw: 10-12 Whitworth Street - Noise & Vibration

Hi Nicholas,

I've just left a msg on your mobile but will be out of the office from 12.30pm until late afternoon so I thought I would respond in red in meantime.....

Kind regards,

Richard Knightley BSc (Hons), PgDip
Environmental Protection
City Wide Support - Environmental Health
Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
Manchester,
M18 8EQ

External: 0161 234 5004
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Forwarded by Rick Knightley/Environmental Health/MCC on 05/03/2015 11:27 ----

Tim Birch/Housing/MCC

04/03/2015 17:04

To: Rick Kightley/Environmental Health/MCC@mcc
cc: Stuart Bayley/Environmental Health/MCC@MCC
Subject: Fw: 190122 Wharfedale Street Noise & Vibration

Hi Rick,

Please see the request for advice below. Please can you respond.

Thanks

Tim Birch
Neighbourhood Manager - Environmental Protection
City Wide Support - Environmental Health

Growth & Neighbourhoods
Manchester City Council
1 Hammerstone Road,
Gorton,
Manchester,
M18 8EQ

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----- Forwarded by Tim Birch/Housing/MCC on 04/03/2015 17:04 -----

Stuart Bayley/Environmental Health/MCC

03/03/2015 07:39

To: Tim Birch/Housing/MCC

cc

Subject: Fw: 10-12 Whitworth Street - Noise & Vibration

Hi Tim

Is this something for Rick or yourself?

Thanks

Kind Regards

Stuart Bayley
BSc(Hons), MSc, CEnv, MIEEnvSci
Citywide Environmental Health and Public Protection Manager
Growth and Neighbourhoods
Manchester City Council
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----- Forwarded by Stuart Bayley/Environmental Health/MCC on 03/03/2015 07:39 -----

Nicholas Jones <NJones@hllsonmoran.com>

02/03/2015 16:13

To "s.bayley@manchester.gov.uk" <s.bayley@manchester.gov.uk>

cc

Subject 10-12 Whitworth Street - Noise & Vibration

Dear Stuart

I called your office earlier today to discuss the above. I understand you may be back in the office on Tuesday but definitely on Wednesday. Please could you give me a call to discuss the following, once you have had a chance to review.

We are acoustic consultants for the project and I was calling to discuss our approach so far to addressing environmental issues, and our intentions for the Environmental Statement, which are as follows:

Noise Affecting the Site

Is the address Whitworth Street or Whitworth Street West? I believe the official address is 10-12 Whitworth Street.

What's there now? An empty derelict building, previous use unknown.

What is the new development? 34 storey residential development

Is this pre-application advice/discussion? Yes, mainly to run our approach by yourselves prior to issuing the Environmental Statement.

- We have undertaken a long-term noise survey, assessing noise levels affecting the site from the adjacent railway and roads. This involved installing a noise meter at second floor level overlooking the railway on the south facade of the site, as well as a separate noise meter at first floor level overlooking Whitworth Street West on the north facade of the site. Both meters were in place for 6 days. The meter on the north facade would also have included contributions from the bars and restaurants located to the north
- We have used the measured noise levels to construct a 3D noise model of the site, to assess the variation in noise with height and around the various facades - **results? Results will be in the ES.**
- We have considered the Manchester City Council noise level requirements (internal noise criteria for living rooms is 35dB LAeq as per new BS8223) and used the noise model to determine the acoustic requirements for the facades, so as to achieve the internal noise requirements across the site (can you state these for the record)

The internal noise level standards we have used are taken from Manchester City Council document GD 03 "Public Protection Information for Developers" Version 1:01, dated February 2014, as follows:

Living Area	Daytime (07:00 – 23:00)	Night-time (23:00 – 07:00)	
	L _{Aeq,T} (dB)	L _{Aeq,T} (dB)	L _{Amax} (dB)
Living Rooms	40	-	-
Bedrooms	-	30	45

In relation to the 45 dB L_{Amax} limit, we have considered the following guidance taken from the World Health Organisation document "Guidelines for Community Noise" (1990):

"For a good sleep, it is believed that indoor sound pressure levels should not exceed approximately 45 dB L_{Amax} more than 10 – 15 times per night (Vallet & Vernet 1991) "

The ES will present the acoustic requirements of the facades.

Have you taken into account the Piccadilly and Oxford Rd station capacity scheme (Northern Hub/HS2) into account? We will do.

Vibration Affecting the Site

- We have also measured vibration at the site, due to environmental sources, but in particular the train movements in and out of Deansgate station (noted to include both passenger and freight trains) - **results? Results will be in the ES.**
- We have used the measurement results to predict levels of vibration and re-radiated noise within the proposed dwellings, based on the proposed foundations and building structure - **results? Results will be in the ES.**
- The predicted levels have been compared with criteria taken from BS 6472: 2008 and the Association of Noise Consultants document "Guidelines for Measurement and Assessment of Groundborne Vibration"

Noise & Vibration Affecting the Nearest Noise Sensitive Properties due to Demolition & Construction

- We will propose noise and vibration limits for demolition/construction activities, based on BS 5228: 2009 parts 1 and 2 - **show assessment please in table. Will be in the ES.**
- At this early stage, the actual machinery to be used in the various demolition/construction stages will not be known, so noise and vibration mitigation measures will be proposed e.g. hours of operation, good practice, noise monitoring, etc. - **this is OK in principle but will need to be reviewed and agreed when demolition/construction stages are known. Noted. I will mention this in the ES**

Building Services Plant Noise Emissions from Proposed Development

- We will propose limits for external plant noise emissions, based on Manchester City Council requirements and as per new BS4142 assessment method/s. **Noted**
- At this early stage, the actual plant to be used will not be known, so noise mitigation measures will be included in the design and these will be described - **this is OK in principle but will need to be reviewed and agreed when plant is known.**
Noted, I will mention this in the ES

As no parking is proposed within the development, the impact on local traffic noise is not expected to be affected. As such, we are not intending to assess the impact of the development on local road traffic noise.

I trust the above is clear and look forward to discussing this with you. If you have any suggestions or require any further information in the meantime, please do not hesitate to contact me.

Best regards

Nicholas Jones
Head Of Acoustics



Farnborough: +44 (0)1252 550523
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Switchboard: +44 (0)1252 550500
Further info: www.hilsonmoran.com

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Brown, Rachel X (UK - Manchester)

From: Matthew Hayward <mhayward@5plusarchitects.com>
Sent: 24 March 2015 17:29
To: e.webb@manchester.gov.uk <e.webb@manchester.gov.uk>
Cc: Jon Matthews <Jon@5plusarchitects.com>; Cooper, John (UK - Manchester); Brown, Rachel X (UK - Manchester); Stanley, Jessica (UK - Manchester); s.bayley@manchester.gov.uk <s.bayley@manchester.gov.uk>
Subject: Re: Whitworth Street Bins

Hi Erica,

Thanks very much for your reply.

It sounds like we have moved in the right direction, to clarify; all bins are not accessible to the general public nor can they be seen by the general public. There are 1.8m high solid fences with gates at either end of rear alley which are secure and will only be opened by staff to remove and deliver the bins to Cameron St, for access by resident cyclists and as a fire escape. The rear alley can't be seen as there is a 2 storey rail viaduct immediately adjacent to the alley at the bottom of the plan which prevents overlooking.

The residents will access the bins by leaving the lift lobby at the bottom of the plan and walk outside to the rear alley. There will be a canopy which will protect against the elements. This was a conscious decision to do it this way so residents aren't walking through the atrium with their refuse and recycling.

Thanks very much for checking numbers for me, hopefully this will be acceptable as this was the approach at the recently consented Axis scheme across the road.

If you have any further comments or questions before we submit for planning at the beginning of April please do not hesitate to get in touch.

Thanks,

Matt

Sent from my iPhone

On 24 Mar 2015, at 16:19, "e.webb@manchester.gov.uk" <e.webb@manchester.gov.uk> wrote:

Hi Matt,

It is hard to see without knowing the details of the site and its neighbours. I think this would be better than the original plan. We generally don't allow stores that are within public view though or that are accessible to the public, so those outside would possibly need some kind of fence around and potentially cover over. I am unsure how the 'secure rear alley' relates to the site. I assume this is on the site edged red? Does the store have internal excess or do residents have to leave and re-enter the store to dispose of waste?

With relation to the private collections, I am just going to seek advice from our legal department as to how and if private collections can form part of the planning approval and I will get back to you with a final answer when we have a response.

Kind regards,

Erica Webb

Neighbourhood Officer - Environmental Protection
Citywide Support - Environmental Health

Growth and Neighbourhoods
Manchester City Council
1 Hammerstone Road
Gorton
Manchester
M18 8EQ

Environment on Call: 0161 234 5004
Internal: 801 31383
Fax: 0161 234 7309
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web site: www.manchester.gov.uk

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Matthew Hayward <mhayward@5plusarchitects.com>

23/03/2015 17:41

To "e.webb@manchester.gov.uk" <e.webb@manchester.gov.uk>
cc "s.bayley@manchester.gov.uk" <s.bayley@manchester.gov.uk>, Jon Matthews <Jon@5plusarchitects.com>, "Stanley, Jessica (UK - Manchester)" <jstanley@deloitte.co.uk>, "Cooper, John (UK - Manchester)" <johcooper@deloitte.co.uk>, "Brown, Rachel X (UK - Manchester)" <rachebrown@deloitte.co.uk>, "Michael Anthony" <michael.anthony@aecom.com>

Subject RE: FW: Whitworth Street Bins

Erica,

No problem - thanks for your email.

That is good news on the number of bins. We will fill in the proforma as part of the planning application and there will be a page in the Design and Access Statement about the waste strategy. Also the traffic consultant (Aecom) will include their discussions with Highways as part of their travel plan to be issued as part of the planning submission.

Regarding how the bins would be accessed – I have redrawn the plan (see attached) so all the bins can be accessed all the time without the need to be moved by the building manager however in order to achieve this a number of the bins have to be stored externally in the secure rear alleyway. The plan shows that all the general refuse would fit in the right hand part of the bin store, the pulvable material and organic material would fit in the left hand part of the bin store and all the co-mingled waste would be stored in the rear alleyway adjacent to the bin stores entrance. Would this be a more acceptable approach?

Any questions please ask,

Many thanks,

Matt

Matt Hayward
Architect

5plusarchitects

Architecture / Masterplanning / Interiors / Graphics / Branding

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2014 International Green Apple Award Winner



From: e.webb@manchester.gov.uk [<mailto:e.webb@manchester.gov.uk>]

Sent: 20 March 2015 15:59

To: Matthew Hayward

Subject: Re: FW: Whitworth Street Bins

Hi Matt,

Apologies for the delay I have been exceptionally busy this week and had to discuss the matter with my manager. The concern came about as there was a similar development which caused us a number of problems and our general stance now is to only approve those with sufficient stores for all calculated waste and recycling.

In principal if it is a clear part of the waste management strategy that additional collections are required and responsibility will fall to the management company or owner to fund additional collections then in theory it will be something we can agree.

From the plan provided it is difficult to see how the bins would be accessed and managed as the space appears very cramped. It would be vital that there was easy access to the recycling types and that a full management plan was submitted as it is unclear how there is space to do this. It would also be beneficial if you could you please outline what comments highways have made and the type of store proposed.

This would need to be submitted with our proforma which can be found at:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

Kind regards,

Erica Webb

Neighbourhood Officer - Environmental Protection
Citywide Support - Environmental Health

Growth and Neighbourhoods
Manchester City Council
1 Hammerstone Road
Gorton
Manchester

M18 8EQ

Environment on Call: 0161 234 5004
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Matthew Hayward
<mhayward@5plusarchitects.com>

20/03/2015 11:18

To "e.webb@manchester.gov.uk" <e.webb@manchester.gov.uk>
cc "s.bayley@manchester.gov.uk" <s.bayley@manchester.gov.uk>, "Cooper, John (UK - Manchester)" (johcooper@deloitte.co.uk)" <johcooper@deloitte.co.uk>, "Jon Matthews" <Jon@5plusarchitects.com>, "Brown, Rachel X (UK - Manchester)" (rachebrown@deloitte.co.uk)" <rachebrown@deloitte.co.uk>, "Stanley Jessica (UK - Manchester)" (stanley@deloitte.co.uk)" <stanley@deloitte.co.uk>
Subject FW: Whitworth Street Bins

Hi Erica,

You thought you'd be able to get back to me this week regarding the proposed bin store at 10-12 Whitworth Street West – I was wondering if you need any further information or would like to talk the proposals through? I am keen to get EH's view before we submit for planning in 10 days.

Thanks,

Matt

Matt Hayward
Architect

5plus architects

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2014 International Green Apple Award Winner



From: Matthew Hayward

Sent: 13 March 2015 16:42

To: 'e.webb@manchester.gov.uk'

Cc: Brown, Rachel X (UK - Manchester) (rachebrown@deloitte.co.uk); Stanley, Jessica (UK - Manchester) (jstanley@deloitte.co.uk); Cooper, John (UK - Manchester) (johcooper@deloitte.co.uk); Jon Matthews

Subject: RE: Whitworth Street Bins

Hi Erica,

Thanks for your email. Please find attached the ground floor plan.

On the right hand side of the plan is the bin store. To reiterate this contains pro rata the same amount of bins per collection as recommended in GD04. The 24hr on site building management team will be responsible for moving bins forward as they become full. As this is a large development there will be a significant management team.

Before collection by a private waste collection company, the building managers will then pull the bins to Cameron Street and store the bins in the locations shown dotted on the plan on the left hand side.

It will be in the client's interests as long term owner and manager of the building post occupation to make sure the strategy is successful.

If you have any queries please ask,

Thanks,

Matt

Matt Hayward
Architect

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From: e.webb@manchester.gov.uk [mailto:e.webb@manchester.gov.uk]

Sent: 13 March 2015 16:18

To: Matthew Hayward

Subject: Fw: Whitworth Street Bins

Hi Matt,

I am in receipt of your enquiry below. Please note that we have had problems with the scenario you are proposing before therefore I need to look into the matter and will get back to you next week,

Kind regards,

Erica Webb

Neighbourhood Officer - Environmental Protection
 Citywide Support - Environmental Health

Growth and Neighbourhoods
 Manchester City Council
 1 Hammerstone Road
 Gorton
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 M18 8EQ

Environment on Call: 0161 234 5004
 Internal: 800 1383
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----- Forwarded by Stuart Bayley/Environmental Health/MCC on 10/03/2015 12:24 -----

Matthew Hayward
mhayward@5plusarchitects.com

10/03/2015 11:44

To "s.bayley@manchester.gov.uk" <s.bayley@manchester.gov.uk>

cc Jon Matthews <Jon@5plusarchitects.com>, "Cooper, John (UK - Manchester)" (johcooper@deloitte.co.uk)
 <johcooper@deloitte.co.uk>, "Stanley, Jessica (UK - Manchester)" (stanley@deloitte.co.uk)
 <stanley@deloitte.co.uk>

Subject Whitworth Street Bins

Stuart,

I got your details from Deloitte who advised that you are the person to contact regarding waste storage in new developments. I am project architect on a PRS, 35 storey, 327 no. apartment building which is coming forward to planning at the beginning of April on Whitworth St West, Manchester.

We calculated our bin storage requirement by using MCC's document GD04 (September 2014). Unfortunately the volume of bins required to be stored by the side of the road for a once weekly collection was not acceptable to Highways. Therefore we have to move to a twice weekly collection using a private contractor. Given that we are now collecting twice as often, we are proposing to house half the amount of bins. However the number of bins we are proposing is still providing pro rata the same volume of waste per apartment per collection as stated in GD04. This is the approach we adopted at the Axis tower across the road which was granted permission last year.

Further, the space at ground floor is severely limited and the management company will be required to move the bins as they become full. There will be a full time on-site building management team and 24 hour concierge service so there will always be someone on hand to manage the bins. The building management team will also be required to pull the bins to the road for collection.

Please can you let me know if this is an acceptable approach? If you would like to discuss anything please give a call.

Many thanks,

Matt

Matt Hayward
Architect

5plusarchitects

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Brown, Rachel X (UK - Manchester)

From: Anthony, Michael <Michael.Anthony@aecom.com>
Sent: 03 March 2015 18:14
To: Brown, Rachel X (UK - Manchester)
Cc: Aylmer-Shanks, Caroline <Caroline.AylmerShanks@aecom.com>
Subject: FW: 10-12 Whitworth Street - Servicing
Attachments: 60335923_Whitworth Street_SPA_Opt1.pdf; 60335923_Whitworth Street_SPA_Opt2.pdf

Rachel,

Please see below the notes from our meeting with MCC Highways earlier. I have also attached draft drawings showing the two options discussed. Please do not distribute these beyond the design team.

Kind regards,

Mike.

From: Anthony, Michael
Sent: 03 March 2015 18:05
To: Muniza Usmani (m.usmani@manchester.gov.uk)
Cc: Aylmer-Shanks, Caroline
Subject: 10-12 Whitworth Street - Servicing

Muniza,

Further to our discussions earlier today, I write to provide the following summary:

- Two options presented – Option 1 comprises drop-off bay on Whitworth St and x1 P&D parking space retained on Cameron St, Option 2 comprises x1 P&D parking bay and loading bay on Cameron Street with the bus stop on Whitworth St retained.
- The two drop-off/servicing arrangements discussed would be acceptable in principle, but the option which provides a drop-off bay on Whitworth Street would be subject to approval by TfGM. I will follow up with TfGM to establish whether patronage information is available for the two bus stops on Whitworth Street West to provide an indication of demand prior to the site visit which is due to be undertaken by TfGM this March.
- The number of bins on Cameron Street prior to collection, as shown on the plan (19 as per the attached) is acceptable in principle.
- There is no in principle objection to the proposed oversailing over the pavement on Whitworth Street, though this would be subject to an oversailing licence. Sufficient space should however be provided on Cameron Street to accommodate the height of a refuse vehicle when loading; I note from the attached guidance document that this is 6m (see Appendix B).
- Should the drop-off bay on Whitworth Street come forward it should not be located any further to the east due the location of the nearby junction with

As discussed, I would be grateful if you could:

- Provide confirmation regarding the requirement for visitor cycle parking provision;

- Follow up with Maria Gil regarding the on-street pay & display bays on Cameron Street; and
- Provide a contact for Street Lighting that we can pass on to the development team in order to discuss the lampposts outside the development site.

If you have any queries or if you would suggest any amendments to the above, please do not hesitate to contact me.

Regards,

Mike.

Michael Anthony
Principal Consultant
Transportation
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Appendix B – Original and Revised Planning Condition Wording

This section sets out the full consolidated planning permission and wording of the planning conditions as amended.

Time limit for implementation

- 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.

CONDITION REMAINS AS APPROVED.

Approved Drawings and Documents

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

o 05247_B1_02_2199 Rev E Basement Floor Plan - issued 20.08.15 o 05247_B1_02_2200 Rev F Ground Floor Plan - issued 20.08.15 o 05247_B1_02_2201 Rev D First Floor Plan - issued 23.07.15 o 05247_B1_02_2202 Rev D Second Floor Plan - issued 23.07.15 o 05247_B1_02_2203 Rev B Third Floor Plan - issued 23.07.15 o 05247_B1_02_2205 Rev D Typical Lower Floor Plan - issued 23.07.15 o 05247_B1_02_2219 Rev D Nineteenth Floor Plan - issued 23.07.15 o 05247_B1_02_2220 Rev D Typical Upper Floor Plan - issued 23.07.15 o 05247_B1_02_2235 Rev D Rooftop Amenity Plan - issued 23.07.15 o 05247_B1_02_2236 Rev A Roof Plan - issued 23.07.15 o 05247_B1_04_2200 Rev B North Elevation o 05247_B1_04_2201 Rev B East Elevation o 05247_B1_04_2202 Rev B South Elevation o 05247_B1_04_2203 Rev B West Elevation o 05247_B1_05_2200 Typical West Section AA o 05247_MP_00_1002 Rev A Proposed Block Plan - issued 20.08.15 o 05247_MP_00_1100 Rev A Demolition Plan - issued 20.08.15 o 05247_MP_00_1000 Rev A Existing Location Plan as updated by (as per: 115544/NMC/2017) 05247_B1_02_2200 Rev N Ground Floor General Arrangement Plan 05247_B1_02_2201 Rev L First Floor General Arrangement Plan 05247_B1_02_2202 Rev M Second Floor General Arrangement Plan 05247_B1_02_2203 Rev K Third Floor General Arrangement Plan 05247_B1_02_2205 Rev F 5th -12th FLOOR General Arrangement Plan (Typical Lower Plan) 05247_B1_02_2219 Rev M Nineteenth Floor General Arrangement Plan 05247_B1_02_2222 Rev B 22nd - 27th Floor General Arrangement Plan (Typical Upper Plan) 05247_B1_02_2235 Rev N 35th Floor (Roof Amenity) General Arrangement Plan 05247_B1_02_2237 Rev I Roof Pergola General Arrangement Plan 05247_B1_04_2200 Rev K North Elevation 05247_B1_04_2201 Rev K East Elevation 05247_B1_04_2202 Rev J South Elevation 05247_B1_04_2203 Rev K West Elevation

o Design and Access Statement Revision C - issued 20.08.15 o Whitworth Street Waste Proforma o Air Quality Statement o Application form and certificates o Crime Impact Statement o Extended Phase 1 Habitat Survey and Baseline Ecological Impact Assessment July 2015 Revision 2.1 - issued 13.07.15 o Energy Strategy o Planning and Tall Building Statement o Statement of Community Consultation o Flood Risk and Drainage Statement o Phase 1 Desktop Study o Residential Management Strategy o Transport Assessment o Transport Assessment Addendum July 2015 - issued 23.07.15 o Updated swept path analysis - issued 23.07.15 o Travel Plan o TV Survey o Environmental Standards Statement o

Environmental Statement: o Volume 1 June 2015 - issued 14.01.16 o Volume 2 Technical Appendices o Volume 3 Non-Technical Summary

New condition wording

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

Floor and Site Plans: 05247_B1_02_2200 Revision AE; 05247_B1_02_2201 Revision AA; 05247_B1_02_2202 Revision AC; 05247_B1_02_2203 Revision W; 05247_B1_02_2204 Revision AC; 05247_B1_02_2215 Revision AB; 05247_B1_02_2219 Revision AB; 05247_B1_02_2220 Revision D; 05247_B1_02_2222 Revision B; 05247_B1_02_2235 Revision AE; 05247_B1_02_2236 Revision Z; 05247_B1_02_2237 Revision W; 05247_B1_02_2238 Revision V; 05247_B1_12_2200 Revision E; Elevations: 05247_B1_04_2200 Revision S; 05247_B1_04_2201 Revision S; 05247_B1_04_2202 Revision S; 05247_B1_04_2203 Revision R; Detailed Bay Studies: 05247_B1_10_4201 Revision G; 05247_B1_10_4202 Revision H; 05247_B1_10_4204 Revision H; 05247_B1_10_4205 Revision G; 05247_B1_10_4206 Revision H; 05247_B1_10_4207 Revision G; 05247_B1_10_4209 Revision F

*Documents: Design and Access Statement Revision C - issued 20.08.15 o Whitworth Street Waste Proforma o Air Quality Statement o Application form and certificates o Crime Impact Statement o Extended Phase 1 Habitat Survey and Baseline Ecological Impact Assessment July 2015 Revision 2.1 - issued 13.07.15 o Energy Strategy o Planning and Tall Building Statement o Statement of Community Consultation o Flood Risk and Drainage Statement o Phase 1 Desktop Study o Residential Management Strategy o Transport Assessment o Transport Assessment Addendum July 2015 - issued 23.07.15 o Updated swept path analysis - issued 23.07.15 o Travel Plan o TV Survey o Environmental Standards Statement o Environmental Statement: o Volume 1 June 2015 - issued 14.01.16 o Volume 2 Technical Appendices o Volume 3 Non-Technical Summary as updated by: **Planning Statement Addendum dated October 2022; EIA Addendum Statement and (Appendices A- D) dated October 2022; Design Comparison Document dated July 2022; Environmental Noise & Vibration Study dated August 2022 (Report Reference: PR0668-REP01A-MPF); Construction Management Plan prepared by Russell's Construction dated August 2022; and documents agreed by way of Condition Discharge comprising Secure By Design Checklist Tracker dated 20/03/17, Access and Servicing Strategy dated 06 July 2016, Storage and Refuse Disposal Report prepared by 5Plus Architects dated 30 June 2016, Residents Management Strategy prepared by Inhabit dated 30 June 2016, Preliminary Risk Assessment and Phase II Site Investigation dated 23 June 2016, discharged under CDN/17/0640, CDN/17/0633 and CDN/17/0663.***

Samples (Building)

- 3) *Prior to commencement of development other than enabling works comprising demolition, piling and construction of the substructure, samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details have been submitted to and approved in writing by the City Council as local planning authority. Thereafter, all materials to be implemented in the external elevations of the development shall be fully in accordance with those which have been approved.*

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.

CONDITION REMAINS AS APPROVED.

Samples (Landscaping)

- 4) *Prior to commencement of development other than enabling works comprising demolition, piling and construction of the substructure, samples and specifications of all hard landscape materials for external areas, together with a layout plan identifying the location of materials have been*

submitted to and approved in writing by the City Council as local planning authority. Thereafter, all materials to be implemented in the external areas of the development shall be fully in accordance with those which have been approved.

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.

CONDITION REMAINS AS APPROVED.

Paving and Surfacing Strategy

- 5) *Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.*

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

CONDITION REMAINS AS APPROVED.

Building Lighting Scheme

- 6) *The development hereby approved shall include a building lighting scheme for the period between dusk and dawn. Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is completed. The approved scheme shall be implemented in full before the development is first occupied.*

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy

CONDITION REMAINS AS APPROVED.

Secure by Design

- 7) *Before development commences or within a timescale as otherwise agreed in writing by the City Council details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. 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 secure by design accreditation.*

Reason : To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

Updated condition wording to reflect condition discharged:

The measures to be incorporated into the development, to demonstrate how secure by design accreditation will be achieved, have been agreed in writing by the City Council as local planning authority through discharge of CDN/17/0663 comprising the Secure By Design Checklist Tracker dated 20/03/17. The development shall only be carried out in accordance with these approved details. Within 6 months of occupation, confirmation that the scheme has achieved Secure by Design accreditation should be submitted in writing to the Local Planning Authority.

Reason : To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

Servicing Strategy

- 8) *The development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.*

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

Updated condition wording to reflect condition discharged:

*The development hereby approved shall **be carried out in accordance with the Access and Servicing Strategy dated 06 July 2016 discharged via CDN/17/0633 and agreed in writing by the City Council as local planning authority.** Servicing shall thereafter take place in accordance with the approved strategy.*

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

Construction Management Plan

- 9) *The development hereby approved shall not commence unless and until a Construction Management Plan, has been submitted to and approved in writing by the City Council as Local Planning Authority. The Construction Management Plan shall include details of the following: o Hours of site opening/operation o A Site Waste Management Plan o Air Quality Plan o A Plan Layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction. o The parking of vehicles of site operatives and visitors o Loading and unloading of plant and materials o Storage of plant and materials used in constructing the development o Construction and demolition methods to be used, including the use of cranes o The erection and maintenance of security hoarding o Measures to control the emission of dust and dirt during construction and o A scheme for recycling/disposing of waste resulting from demolition and construction works o Details of and position of any proposed cranes to be used on the site and any lighting o A detailed programme of the works and risk assessments o Temporary Traffic Management measures to address any necessary bus rerouting and bus stop closures o Details of safe methods of working adjacent to railway operational land o Details on the timing of construction and scaffolding o A Human Impact Management Plan, including community consultation Any approval granted shall be following a consultation process that includes Transport for Greater Manchester and Network Rail. The approved CMP shall be adhered to throughout the construction period.*

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

Updated condition wording to reflect additional information submitted as part of this application

*The development hereby approved shall **be carried out in accordance with the Construction Management Plan prepared by Russell's Construction dated August 2022, including details of:***

o Hours of site opening/operation o A Site Waste Management Plan o Air Quality Plan o A Plan Layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction. o The parking of vehicles of site operatives and visitors o Loading and unloading of plant and materials o Storage of plant and materials used in constructing the development o Construction and demolition methods to be used, including the use of cranes o The erection and maintenance of security hoarding o Measures to control the emission of dust and dirt during construction and o A scheme for recycling/disposing of waste resulting from demolition and construction works o Details of and position of any proposed cranes to be used on the site and any lighting o A detailed programme of the works and risk assessments o Temporary Traffic Management measures to address any necessary bus rerouting and bus stop

closures o Details of safe methods of working adjacent to railway operational land o Details on the timing of construction and scaffolding o A Human Impact Management Plan, including community consultation. Any approval granted shall be following a consultation process that includes Transport for Greater Manchester and Network Rail.

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

Emergency Contact

- 10) *The details of an emergency telephone contact number for shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.*

Reason: To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy

CONDITION REMAINS AS APPROVED.

Contractor Wheels Cleaning

- 11) *The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.*

Reason: In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

Updated condition wording to reflect additional information submitted

The development hereby approved shall be carried out in accordance with the Construction Management Plan prepared by Russell's Construction dated August 2022 regarding cleaning of contractor vehicles leaving the Site.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

Cycle Parking

- 12) *No part of the development shall be occupied unless and until a scheme to provide space and facilities for bicycle parking has been submitted to, and approved in writing by, the City Council, as local planning authority. These facilities shall include parking arrangements for 160 bicycles, and shall be retained and permanently reserved for bicycle parking.*

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

CONDITION REMAINS AS APPROVED.

Waste Storage / Disposal

- 13) *No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse 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 the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

Updated condition wording to reflect condition discharged:

*The storage (including segregated waste recycling) and disposal of refuse shall be carried out in accordance with the **Storage and Refuse Disposal Report prepared by 5Plus Architects dated 30 June 2016 approved under CDN/17/0640. Any changes to the strategy shall be 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 the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

Use as private dwellings

- 14) *The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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 1995, 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 pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

CONDITION REMAINS AS APPROVED.

Travel Plan

- 15) *Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented prior to first occupation of the building and shall be kept in operation at all times thereafter.*

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

CONDITION REMAINS AS APPROVED.

External Communications Equipment

- 16) *No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs. Reason: In the interest of visual amenity.*

CONDITION REMAINS AS APPROVED.

Residential Management Strategy

- 17) *No development shall take place unless and until a Residents Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in*

relation to waste disposal, storage and deliveries. The Residents Management Strategy shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

Updated condition wording to reflect condition discharged:

The Residents Management Strategy prepared by Inhabit dated 30 June 2016, discharged under condition CDN/17/0640, including details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries shall be fully implemented and shall be kept in operation at all times thereafter. Any changes to the strategy shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

Preliminary Risk Assessment

18) 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.

Updated condition wording to reflect condition discharged:

18) a) When the development hereby approved commences, it shall be carried out in accordance with the Preliminary Risk Assessment and Phase II Site Investigation dated 23 June 2016 and discharged under CDN/17/0633.

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.

Construction Management Plan

- 19) A detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved by the Council. This will contain a Noise & Vibration section that should base the assessment on British Standard 5228, with reference to other relevant standards. It should also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. The CEMP shall be fully implemented in accordance with the programme of implementation, as approved.*

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

Updated condition wording to reflect condition discharged:

The development hereby approved shall be carried out in accordance with the Construction Management Plan prepared by Russell's Construction dated August 2022, including details set out in relation to Construction Environmental Management and particular regard to the control of Noise and Vibration.

Construction Times

- 20) Construction/demolition works shall be confined to the following hours: 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. Noise to be kept to a minimum in the first hour. Any proposal for out of hours works shall be submitted and approved, at least 3 weeks in advance of such works commencing.*

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

CONDITION REMAINS AS APPROVED.

Acoustic Insulation

- 21) *Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the nearby road and rail network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criterion are as follows: Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events should not normally exceed 45 dB L_{Amax} by more than 15 times) Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq Gardens and terraces (daytime) 55 dB LAeq Additionally, as there are other sources of noise situated close to the site which require consideration, such as the nearby licensed premises collectively known as 'Deansgate Locks' other noise requirements will need to be achieved. For entertainment noise the sound insulation scheme shall be designed to achieve LAeq (entertainment noise) levels to be controlled to 10 dB below the internal LA90 (without entertainment noise), and not to Occupy the Development until the scheme has been completed in accordance with the approved details.*

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

Updated condition wording to reflect condition discharged and design amendments set out in this Statement:

The proposed residential accommodation shall be insulated against noise from the nearby licenced premises such that music noise levels in the 63Hz and 125Hz octave centre frequency bands (Leq) should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq), respectively, as set out in Environmental Noise & Vibration Study dated August 2022 (Report Reference: PR0668-REP01B-MPF). The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason: To secure a reduction in noise from traffic or other sources to protect future residents from noise disturbance.

External Plant Noise

- 22) *Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location. The scheme should be submitted to and approved in writing by the City Council as local planning authority to secure a reduction in the level of noise emanating from the site.*

CONDITION REMAINS AS APPROVED.

Ventilation Strategy

- 23) *Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.*

Reason: In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy

CONDITION REMAINS AS APPROVED.

Foul drainage

- 24) *This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a Sustainable Drainage System to meet the requirements*

of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations.

Reason - To secure a reduction in noise in order to protect future residents from noise disturbance.

CONDITION REMAINS AS APPROVED.

Surface Water Drainage

- 25) *No surface water from this development is discharged either directly or indirectly to the combined sewer network*

Reason: To ensure the details of the development are acceptable, pursuant to policy DM1 of the Core Strategy

CONDITION REMAINS AS APPROVED.

Surface Water Infiltration

- 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 protect the water environment and comply with the National Planning Policy Framework.

CONDITION REMAINS AS APPROVED.

Verification of Remediation Strategy

- 27) *No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.*

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution.

CONDITION REMAINS AS APPROVED.

Further contamination not previously identified

- 28) *If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved. Reason To ensure a safe form of development which poses no unacceptable risk of pollution.*

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution.

CONDITION REMAINS AS APPROVED.

Scheme for Interim Site Treatment (Additional Condition 1)

29) *Within 12 weeks of the 11th April 2019, a scheme shall be submitted to and approved in writing by the City Council, as local planning authority, which sets out details of the interim management of the site pending the carrying out of works to construct the building hereby permitted. The interim management of the site shall be implemented in accordance with the approved scheme.*

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

Updated condition wording to reflect condition discharged

Should the works to construct the building hereby permitted not come forward before 30 May 2023, the interim management of the site (Vacant Site Management Plan dated 03 July 2019, approved under CDN/19/0621) shall be implemented in accordance with the approved scheme.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

Timescale for submission of building contract (Additional Condition 2)

Current wording

30) *No development shall be carried out pursuant to this permission if the contract for the construction and completion of the building hereby permitted has not been let by 30 October 2022 (and evidence provided to the reasonable satisfaction of the LPA) and any development activities on the site shall cease and no further development permitted by this planning permission shall be carried out. In this event, no later than 30 November 2022 a scheme shall be submitted to the LPA setting out how the site shall be restored, landscaped and maintained and thereafter the site shall be restored, landscaped and managed in accordance with the scheme that has been approved by the LPA.*

Proposed wording to reflect NMA

*No development shall be carried out pursuant to this permission if the contract for the construction and completion of the building hereby permitted has not been let **by 30 April 2023** (and evidence provided to the reasonable satisfaction of the LPA) and any development activities on the site shall cease, and no further development permitted by this planning permission shall be carried out. In this event, no **later than 30 May 2023** a scheme shall be submitted to the LPA setting out how the site shall be restored, landscaped, and maintained and thereafter the site shall be restored, landscaped and managed in accordance with the scheme that has been approved by the LPA.*

Deloitte.

Real Estate

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