

Application Number	Date of Appln	Committee Date	Ward
143024/FO/2025	23rd May 2025	20 Nov 2025	Piccadilly Ward
143060/LO/2025			
143025/LO/2025			

Proposal Phased development comprising: Phase A - demolition of existing buildings and structures, erection of a basement (C1 Building and C2 Building) and a podium across lower ground and upper ground floors comprising flexible commercial space (Class E and/or Sui Generis drinking establishment), erection of a building (C1 Building) to form offices (Class E), landscaping works, highways, access, servicing, infrastructure and other associated works; Phase B: erection of a podium across lower ground and upper ground floors and a new building (C2 Building) to form offices (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment), alterations to the existing Sculptural Wall (Hollaway Wall), relocation of existing art work, landscaping works, highways, access, servicing, infrastructure and other associated works; , Phase C - change of use and associated works to railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) including highways, access and servicing arrangements, and other associated works.

Listed Building Consent for alterations to Manchester South Junction and Altrincham Railway Viaduct to facilitate the change of use to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment).

Listed building consent for alterations to Sculptural Wall (Hollaway Wall), to encapsulate the wall within new office building (C2 Building), as part of mixed-use development proposals comprising offices use (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis- drinking establishment).

Location Sister Plot C, Former UMIST Campus, Altrincham Street, Manchester, M1 7JA

Applicant ID Manchester Ltd And The University Of Manchester

Agent John Cooper, Deloitte LLP

EXECUTIVE SUMMARY

The application proposes two Grade A office buildings. It would be the first major new build at the ID Manchester SRF and would support the SRF vision to create a 4 million sq ft innovation district, creating 12,500 jobs, and help to consolidate the City Centre as a major employment destination, drive economic growth and create jobs.

Active spaces would be created in the listed viaduct arches on Altrincham Street. The listed Hollaway Wall would be altered and integrated into a new community space which would be publicly accessible.

21 objections have been received to the planning application, 41 objections to the listed building consent for the Hollaway Wall and 1 objection to the listed building consent for the arches. Historic England and the Twentieth Century Society have raised objections regarding the Hollaway Wall.

Key Issues

Principle of the proposal and the schemes contribution to regeneration

The proposal is wholly in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. The development of this brownfield site would deliver a first new build phase of the SRF.

Mixed use development is supported in the city centre. As directed by the NPPF, 'significant weight' should be placed on economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Economic

The proposal would help deliver a significant proportion of the much need office accommodation which has been identified for the city and the region to remain competitive. It could be a catalyst for development in the SRF area, helping to attract further investment and socio-economic outcomes. The buildings would offer collaborative spaces for research, education, business and start ups.

1690 jobs would be created when the development is operational which would add £128 million in net additional Gross Value Added (GVA) annually to the local economy. Around 245 FTE construction jobs would be created.

The applicant is committed to working with the Council's Work and Skills Team to devise initiatives to recruit local labour for the construction and operational phases.

Social

A 860sqm community space would be created which would encourage social interactions and collaboration.

The proposal would play an important part in placemaking, regeneration and inward investment. This would contribute positively to the economy through moving jobs to Manchester and the 'multiplier effect' that the jobs can have. This would increase demand for local goods and services and attract jobs in other related industries. This would create significant positive benefits for Manchester residents and the region.

The proposal would be inclusive and accessible with the public realm being step free or with suitable gradients. All levels of the building would be accessible by lift.

Environmental

The proposal would develop a brownfield site. The highly sustainable location, close to public transport, is well located for employment use and the connections it can make with other regeneration initiatives.

The buildings are expected to achieve a BREEAM 'Excellent' rating and NABERS 5*. They would contribute to Net Zero Targets by being energy efficient.

Trees and vegetation would be lost but would be modest in nature. 270 trees would be planted which would significantly improve the area. Active uses would animate enhanced areas of public realm including along Altrincham Street where the listed arches would be reused. Sister square would be a new civic space within the heart of the SRF.

On site biodiversity improvements would be significant and exceed the required 10% net gain. A monitoring fee would be required to monitor the on site BNG and this would be secured through a legal agreement.

Impact on the historic environment

The proposal would involve the demolition of the Barnes Wallis and Wright Robinson Building, MMP, Morton laboratory and the Butterfly Stairs which are non designated heritage assets. The Moffat Building would also be demolished. The Grade II Hollaway Wall would be altered and become partially encapsulated in Building 2. The listed Viaduct Arches would be activated forming flexible commercial and retail spaces.

A high level of less than substantial harm would be caused to the Hollaway Wall. A low level of less than substantial harm would be caused to the listed Viaduct Arches, the setting of the Whitworth Street conservation, the listed Renold Building and other surrounding listed buildings. There would be a medium level of harm caused by the loss of the Non Designated Heritage Assets.

In all cases, the harm would be outweighed by significant public benefits and would be given appropriate weight in the planning balance as directed by the NPPF.

Impact on local residents

The impact on daylight/sunlight, overlooking, air quality, tv reception, noise and disturbance and wind conditions would be acceptable. Construction impacts would not be significant and can be managed although it is acknowledged that there would be some impact on local residents and local businesses, particularly with other development activity taking place locally.

Noise outbreak from plant would meet relevant standards and the operational impacts of the ancillary commercial accommodation can be managed.

A full report is attached below for Members consideration.

Additional Background documents

The following documents are additional background documents to this report and can be found at the City Council website:

- ID Manchester Strategic Regeneration Framework (SRF); and
- Oxford Road Corridor Strategic Spatial Framework (March 2018)

Description

This 2.2 ha site is part of the ID Manchester SRF, which aims to deliver comprehensive development at the UMIST Campus. The SRF is bounded by Aytoun Street, Princess Street, the Mancunian Way and London Road.



SRF Boundary

ID Manchester (The Applicant) is a JV between Bruntwood SciTech and the University of Manchester which formed to deliver a commercially led mixed use development on the Campus. The project has been re-named 'SISTER'. The buildings in the area have largely been vacant since 2022. The campus is characterised by modernist buildings.

The site is in the northeastern corner of the Campus and is bounded by Altrincham Street and the viaduct, with Vimto Park and the rear of buildings fronting onto Granby Row, London Road, Jackson's Mill and the MSS Tower, and the Renold Building.



Application Site

The site is accessed off London Road, at the junction with Altrincham Street between the viaduct and the Moffat Building. Access can also be obtained via Lower Albion Street from the south adjacent to the Morton Laboratory.

There are four former UMIST buildings on the site: Barnes Wallis and Wright Robinson Building (A); Moffat Building (B); Morton Laboratory; and, MMP (D).

The site has a central landscaped area which includes the Butterfly Stairs and several pieces of public art, namely Archimedes statue; Generations of Possibilities (Magnets); Large Urns; Stone Monument; Havelock Mill Structure; and UMIST Cube.



Existing buildings and Structures

There is a significant level change of 5 m across the site from north east down to the south west. The level change is reconciled by the Butterfly Stairs to the west of the Barnes Wallis and Wright Robinson Buildings. Lower Albion Street cuts through the site from north to south. There are 54 trees on site including a grouping of mature trees along London Road adjacent to the Morton Laboratory and Moffat Building; mature and semi mature trees in the landscaped area and a smaller grouping of mature trees in an area of hardstanding to the south of the Barnes Wallis and Wright Robinson Building.

The area is highly accessible with access to train, tram and bus services. There are safe walking routes into the heart of the city centre. There are numerous green spaces nearby including Mayfield Park and Vimto Park.

Purpose Built Student Accommodation (PBSA), commercial uses and residential accommodation are nearby. The Renold Building has been converted into a commercial and collaboration work space as one of the early phases of work in the SRF area. Ardwick is beyond the Mancunian Way.

The site is in the Greater Manchester Air Quality Management Area (AQMA) which indicates that existing air quality is poor. The site is in flood zone 1 and a critical drainage area. There are no ecological designations at the site.

The site is partially located in the Whitworth Street Conservation Area with the Viaduct forming the conservation area boundary. The site includes the following listed buildings: Manchester South Junction and Altrincham Railway Viaduct (Grade II) and Hollaway Wall (Grade II).

The following buildings and structures in the site have been considered as Non-Designated Heritage Assets (NDHAs) for the purposes of this assessment; Barnes Wallis and Wright Robinson Building; Morton Laboratory; MMP (Staff House); Butterfly Stairs; and, Public Art (including Archimedes Statue, Generations of Possibilities sculpture, Havelock Mill Structure and UMIST cube).

Historic England granted Certificates of Immunity from Listing in respect of the Barnes Wallis and Wright Robinson Building, Morton Laboratory, MMP and the Butterfly Stairs in October 2024 along with the Moffat Building.

The Sackville Building and Renold Building are both Grade II listed buildings. The MMS Tower, Pariser Building, Jackson Mill, Ferranti Building to the south and south west are considered to be NDHAs.

There are also a number of listed building beyond the SRF including: Police and Fire Station (Grade II*), Former Goods Office to Piccadilly (Grade II), Train Shed and Undercroft at Manchester Piccadilly (Grade II), Granby House (Grade II), Star and Garter Public House (Grade II) and Orient House (Grade II).

The Proposal

Two buildings are proposed comprising 72,928 sqm of office space (Use Class E). The Barnes Wallis and Wright Robinson Building, MMP, Morton Laboratory, Moffat Building and the Butterfly Stairs would be demolished.

The Hollaway Wall would be altered and become partially encapsulated within Building C2. The Viaduct Arches would be activated forming flexible commercial and retail spaces. Public realm and place making would be created, including a boulevard along Altrincham Street which would form a new civic square. The site layout would respond to the site's topography to ensure meaningful place making and improved accessibility.

Pedestrian and cycle access would be retained from London Road to Altrincham Street. The route would be widened as part of an improved east west connection from London Road to Sackville Street. An underground service tunnel would be created below this route ensuring the public realm would be free from service vehicles. The route would be used by all service vehicles including waste collections and provide access to accessible parking.

Five, publicly accessible, landscaped areas would be created known as Mill Lane, Altrincham Street, Sister Square, landscape buffer and Hollaway Place.



Five Landscaped Character Areas

28 trees would be removed and 270 would be planted.

Altrincham Street would connect Hollaway Place Sister Square and the Renold Building. The area would be activated through the re use of the Viaduct Arches. Sister Square is a central civic space bounded by Altrincham Street, Building C1, the Mill and the Renold Building.

The entrances to new buildings would be positioned on the upper ground level from Altrincham Street. A further entrance to building C1 would be from Sister Square at the lower ground level. The main entrance to building C2 would be from Mill Lane at the Lower Ground Level.

The two buildings would have their own distinctive character but would share a common architectural language. Building C1 would be 12 storeys and building C2 would be 20 storeys. They would be connected at basement and lower and upper ground levels to allow sharing of spaces and amenities.

The basement would include plant. A range of amenities and services would be created lower ground with access to the servicing tunnel off Mill Lane. The south western portion includes the entrance lobby to building C1 from Sister Square including a flexible commercial floorspace.



Lower Ground Floor layout

At upper ground floor, a series of interconnected spaces would bring the buildings together with the emphasis being a shared and integrated environment. The western portion of the upper ground floor would be a large flexible space with an adjacent terrace area overlooking Sister Square. Adjacent to this space is the building C1 lobby and core. The eastern side would be flexible spaces and a community room which would be open to the public offering a collaborative space for study and socialising. The key feature in this space would be the Hollaway Wall which would bisect it.



Upper Ground Floor layout

Level 1 would provide shared space with flexible open plan offices. An auditorium in building 2 would overlook the Manchester Room.

Building 1 would comprise 4 storey podium and a 12 storey tower. Level 2 has open plan offices including a terraced podium. A balcony provides a view over Sister Square.

Building 2 would be 20 storeys and be positioned along London Road. Level 2 would have a balcony overlooking the northern façade overlooking Hallaway Place.

The architectural language would create two interconnected distinctive buildings and ensure that the mass is responsive to surrounding buildings such as the Renold Buildings and other designated and non designated assets.

Building 2 would have a darker grey finish and building 1 a reddish brown colour complementing the Victorian heritage. The buildings share a similar architectural language and form. The facades have a regular grid with precast concrete panels including textured aggregated finish.

Building 1 has large windows in a regular, solid façade. At the lower levels, the four storey element would have a lighter and more open feel with slender columns and glazed balustrades.

Building 2 would have a more vertical emphasis with windows creating a stronger sense of rhythm and height. A saw tooth roof would provide a distinctive crown.

The landscaped spaces and buildings would be fully inclusive. Accessible routes would connect the green spaces and surrounding areas and include tactile paving and other wayfinding elements.

Waste collected by private collections via the new servicing route. The proposal would be car free apart from 3 accessible parking spaces. 417 secure cycle spaces are proposed, 148 for building 1 and 269 for building 2. There would be 36 cycle spaces for visitors in the public realm.

Alterations to Listed Structures

Hollaway Wall Interventions

The proposal seeks to integrate the wall within the development. The wall would be integrated into the 'Manchester Room' which would be open to the public. Sections of the wall to be folded flat with the ground either within the public realm or within the Manchester Room. A southern section of wall would be slightly relocated. New landscaping would be installed around the wall.

Viaduct Arches Interventions

Works involve the installation of new shop fronts, repairs to the façade and installation of a free standing mezzanine and fire curtain. Further exploratory work is also required to determine the extent of internal repairs to the arches to prevent water ingress.

The Planning Submission

This application is supported by the following information:

- Planning and Tall Building Statement (incl. Public Benefits Statement);
- Flood Risk Assessment Civic Drainage Strategy;
- Civic Aviation Safeguarding Technical Note;
- Archaeological Assessment;
- Framework Travel Plan;
- Operational Waste Strategy (and completed Waste Pro-Forma);
- Environmental Standards Statement (including Energy Statement and BREEAM Pre-assessment);
- Energy and Carbon ProForma;
- Ventilation Statement;
- Crime Impact Statement;
- Terrestrial Television Baseline Survey Report;
- Desk-Based Satellite Television Interference Assessment;
- Broadband Connectivity Survey;
- Green and Blue Infrastructure;
- Placemaking Strategy;
- Hollaway Wall Structural Appraisal & Outline Methodology Report;
- Circular Economy Statement;
- Outline Operational Management Strategy;
- Unexploded Ordnance (UXO) Risk Assessment;

- Local Labour Agreement;
- Ecological Impact Assessment;
- Habitat Features Plan;
- Arboriculture Impact Assessment; and
- Statutory Biodiversity Metric.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Construction Management – Programme and Methodology;
- Built Heritage;
- Townscape and Visual Impact;
- Air Quality;
- Climate Change;
- Wind;
- Solar Glare;
- Human Health;
- Socio Economic;
- Traffic and Transport;
- Daylight, Sunlight and Overshadowing;
- Noise and Vibration; and
- Ground Conditions.

Consultations

Publicity - The proposal has been advertised as a major development, as being of public interest and as affecting the setting of Listed Buildings together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses.

The application was subject to a Regulation 25 consultation under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 in November 2024 following amendments to the scheme which updated chapters within the Environmental Statement.

The comments in this report reflect those from the two consultation and notification periods.

Local residents/public opinion/local businesses

Comments on Planning Application 143024/FO/2025

1 letter of support has been received on the basis that the redevelopment of the site would be positive.

21 objections can be summarised as follows:

- The demolition of so many mid-20th century buildings is a huge loss to the city's architectural heritage. The buildings should be re-purposed;

- The UMIST buildings have significant status at national and international level. More effort should be made to consolidate and bring them back into use by refurbishing them or redeveloping the interior with minimal visual or design impact;
- The City lacks green spaces compared to other cities. The UMIST campus is an oasis of calm with unified yet contrasting architecture and a landscape that has now reached maturity and is home to wildlife. The campus could be refitted for modern purposes rather than demolished. The environment costs of demolition alongside the loss of mid century style seem ignored. Manchester is in great danger of losing its identity with acres of glass high rise buildings. If the buildings are to be demolished, they should keep to the original footprints and height also retain the landscape especially the trees and butterfly staircase which is a beautiful feature;
- This application proposes the demolition of key structures including the Barnes Wallis and Wright Robinson Building, Manchester Meeting Place, Morton Laboratory, Moffat Building, and the Butterfly Stairs. These buildings, individually and collectively, embody distinct periods of academic and architectural development in Manchester. They showcase particular styles, materials, and planning philosophies that are increasingly rare due to ongoing demolition across the city. The comprehensive proposed demolition of this site would result in an irreversible and catastrophic loss of an entire campus ensemble, destroying a valuable legacy of post-war development and educational infrastructure;
- Without a robust and demonstrable justification for the loss of each, would be a failure to protect and appreciate an entire stratum of Manchester's architectural history. It would set a dangerous precedent, implying that entire historical campuses can be simply erased, irrespective of their collective architectural or historical value;
- Manchester is undergoing significant change but there is a real risk of removing the elements of the city such as the UMIST campus and Holloway wall that give this city its distinctiveness. once removed there is no going back;
- The demolition of these buildings constitutes the use of 0.6% of Manchester City Council's carbon budget between now and 2100. There is a climate emergency and increasing extreme weather events - there is no excuse to not politically demand the re-use of buildings;
- This group of buildings represent a pioneering modernist spirit and the proposed development is a huge missed opportunity on the part of the City to develop something much more sustainable, environmentally and socially;
- The butterfly stairs should not be lost. The retention of this structure would not preclude the proposal for widening Altrincham Street (and provision of a concealed service vehicle route below), the provision of a suitably designed/incorporated route for disabled people or high quality external space;
- The city centre has reached saturation point with regards to construction activities;
- The proposed loss of the UMIST campus area for the purpose of building offices and retail outlets is unconvincing in the extreme;
- Building new office blocks, shops, bars, etc, on the UMIST campus would be a gravitational pull for people who would work there and use those facilities. The density of traffic in M1 is already considerable and it is not clear to me how the influx of extra cars and other vehicles would be dealt with. Traffic / parking

issues would become more problematic than they are now. It is not clear what extra parking will be;

- The listing of the Renold building gives enhanced group value to the remaining heritage assets at the campus including the Hollaway Wall. There should be a revised assessed given this;
- Concerns regarding the status of the SRF, which the Council gives weight to when determining applications of this nature. The consultation of the SRF was inadequate and misrepresented and did not give sufficient consideration of the comments regarding heritage;
- The SRF process makes the subsequent planning application process largely meaningless as many key decisions around, for example, use, siting, scale/massing, elevation design and access have already been made by the SRF process;
- The proposal should have been evolved to accommodate the Hollaway Wall and it's setting rather than requiring harmful change to them to accommodate a particular development proposal;
- The suggestion the wall is a barrier to movement excessive;
- The chosen order of phasing of development should not require such access to be provided at the expense of the Hollaway Wall when such access would be capable of being provided by future phases (including Zone F) of the development without requiring such harm to a designated heritage asset and its setting;
- The deteriorated condition of the Holloway Wall is incorrectly used to justify the current harmful proposal;
- The retention of the wall would hinder an access into the site if Network Rail pursue a proposal to widen the railway viaduct:
- A high quality design could perhaps include upper floors that project over the wall provided such projection would be well clear of the top of the wall. The reasons for dismissing this option in the Design and Access Statement are not particularly strong and could be overcome with sufficient thought and is far more preferable to the far more harmful encapsulation and alteration of the wall now being proposed. Given the student accommodation building that is already underway immediately to the north of the proposed building, perhaps the height of the half of the proposed building as it fronts London Road could be increased slightly to compensate for the loss of area due to better accommodating the Hollaway Wall?;
- All the various internal and external uses that could be encompassed by the permission being sought are considered with the possibility of excluding uses that by their nature would be likely to be inappropriate in a largely residential area. For any remaining uses that are to be included within any permission we request enforceable conditions appropriate for each type of use and its location. For example, external uses and events should not include amplified sound and should be located centrally within the site. Internal noisy uses such as those with amplified sound or just due to sheer numbers of people must have acoustic measures that are implemented and maintained. Hours of operation should be in place especially for any external areas associated with, for example, bars and other food, drink and entertainment venues including for external smoking areas. Refuse stores should be adequate in size and accessed internally to avoid the noise of bottles being emptied into externally accessed refuse bins late at night;

- The SRF shows a continuous, straight east/west route linking London Road to Princess Street along the line of Altrincham Street with the inference that it would have a consistent status along its length - the same width and quality. However, the proposed concealed service route runs under this pedestrian route. It is unclear how the proposed service route will emerge from its concealment to presumably ramp up to Sackville Street while ensuring the new width and alignment of the Altrincham Street pedestrian route is maintained. It is also unclear how this will manifest itself. Views from Sackville Street - a principal gateway route;
- The listing of the Renold building should lead to a reconsideration of the impact of the proposal on its setting. In particular, the proposed treatment of the landscaping area should be re-thought with particular emphasis on retaining the 'butterfly steps' which are a very specific, characterful and contemporaneous built feature within this setting. This would not preclude an imaginative design approach for providing legible and convenient access for disabled people between the levels. There should be an increased emphasis on the proposed building having a design response - including through the use and type of elevation materials, finishes and fenestration design - that resonates with that of the Renold Building.

Comments on Listed Building Consent 143025/LO/2025: Hollaway Wall

40 objections have been received. The comments can be summarised as follows:

- The plans are insensitive and inappropriate for a Grade II-listed artwork by a renowned sculptor of the period.
- Enclosing the artwork as proposed would fundamentally alter the work's status as a public artwork, and its setting and context adjacent to the busy road and the university campus, which is a key part of its design and function. It's a significant and unusual example of an educational artwork that, while commissioned at a time of widespread technological and educational expansion, was not just placed onto a university campus, but integrated thoughtfully into the site and layout of the campus, and has both functional and decorative uses;
- The structure is listed and should not be altered;
- The unique and iconic status of the Holloway wall as a nationally important concrete piece of individual sculpture means it should not be taken down, removed or diminished in any way but should be retained in situ and preserved as an architectural piece of significant interest;
- This structure is not merely a wall; it is a rare and exceptional example of Brutalist public art-one of the largest sculptural Brutalist artworks in the UK. Conceived with both aesthetic and practical purpose;
- It is not only a striking visual landmark but also serves as a sound buffer, embodying a dual-purpose design that was visionary for its time;
- Rather than alter or subsume the Holloway Wall, the council should commit to its restoration, maintenance, and celebration as a significant piece of public heritage. This structure stands as a testament to an era of architectural innovation and civic ambition, and opportunities to preserve such works are increasingly scarce. Manchester is rightly celebrated for its architecture and

built environment. It should be protecting, promoting, and enhancing that exceptionalism-not diminishing it;

- Such a drastic intervention would constitute a fundamental and irreparable alteration to a listed building of artistic merit, thereby causing substantial harm to its special architectural and historic interest;
- There has to be a way to keep this intact, and to make it a centre piece of some kind. Cutting it in half is just ludicrous in any way shape of form;
- The value of this structure lies in its integrity and removing elements of it will significantly compromise this integrity. With a listed structure, alterations should only be permitted in exceptional circumstances where necessary for the building's preservation, or for justified reuse;
- The Holloway wall is Manchester's greatest example of brutalist architecture. To destroy it's current monolithic form would simply be a destruction of Manchester's rich post war heritage. The wider project does not depend on the destruction of irreplaceable brutalist architecture;
- There would be substantial harm caused as a result of the proposal and no clear and convincing justification

Comments on 143060/LO/2025: Arches

One letter of objection has been received. The comments can be summarised as follows:

- The existing Altrincham Street elevation of the Grade II listed railway viaduct includes a variety of treatments of the arch openings - some open, some completely infilled others infilled but including a variety of door and window openings. This represents a process of historic change that has heritage significance rather than modern day alteration with little or no such significance. This variety of treatments contributes to the heritage significance of the viaduct and to its visual interest within the streetscene. The proposal merely removes any existing infills and provides the archways with a uniform, homogenous frontage treatment resulting in the loss of historic built fabric as well as the ability to understand the way in which the use of the arches has differed and evolved over time. It diminishes the heritage significance of the structure including by removing visual interest.

Highway Services the proposal is likely to result in a low number of vehicle trips. The road safety assessment demonstrates no underlying safety issues which would be exasperated by the proposals. The unadopted pedestrian/cycle route along London Road would be upgraded.

The proposals are car-free and is acceptable in the city centre. An on-site management plan is required to regulate access and usage of the delivery/taxi bays. to prevent vehicle congregation at London Road. S278 works are required and should be secured by planning condition. A servicing management plan and travel Plan are required.

Environmental Health a detailed construction management plan would need to be agreed. The air quality report is acceptable subject to the provision of the electric

vehicle charging points and baseline monitoring of the particulate matter (PM10) three months prior to the commencement of development.

Outstanding details should be submitted in respect of the ground conditions relating to gas calibration certificates and soil depths and validation. A validation strategy should be agreed to ensure the remediation strategy has been implemented.

Details of commercial fume extraction and hours of opening should be agreed. Deliveries should take place 07:30 to 20:00, Monday to Saturday and Sundays 10:00 to 18:00. The waste strategy for the office development is acceptable. Details of the waste for the commercial should be agreed.

Details of lighting should be agreed. A noise assessment would be required to consider any noise out break from the commercial accommodation and a management strategy for any external seating. Final details of the rooftop plant should be agreed.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

United Utilities advise that a drainage scheme and maintenance regime for the drainage should be agreed.

Greater Manchester Archaeology Advisory Service (GMAAS) the site has archaeological interest and could retain important physical evidence primarily as a former locus for the rapid industrial development of Manchester during the early 19th century. In particular, the site was occupied previously by the former Temple Street Mill, the London Road Iron Works and tracts of back-to-back workers' housing. Further archaeological investigation is warranted before development and a condition should be imposed to secure those works.

Historic England (HE) advise that they have the following comments on each application as follows:

143024/FO/2025: No comments

143025/LO/2025 'Hollaway Wall': The majority of the wall would be enclosed in the ground floor of a 20-storey building which would require the removal of ten concrete panels from the listed structure and the relocation of two other panels, which will harm the significance of the asset. These removals constitute over a quarter of the wall's total length.

The plans to conserve and clean the wall and to make enhancements to its current setting are welcomed. HE recognise that the proposals are to allow continued public access to the wall, albeit at certain times of day, and to celebrate the wider site's important mid-20th century architectural and scientific history by integrating the wall into the scheme. HE have concerns regarding the proposals to enclose the wall and to remove sections of it.

The removal of sections of the wall would disrupt its rhythm and harm its artistic value. The wall was designed in a specific way from varying sized blocks of concrete, to create shadows and allow shafts of light through. It was conceived as a solid barrier; a function which is reinforced by its blocky and robust construction and appearance. The removal of sections would diminish its legibility as a functioning structure and as a piece of art, and the level of resulting harm to its significance would be very high.

The removal of a continuous run of seven sections at its northern end would be particularly harmful to its significance. The resulting gap between the external corner piece of the wall and the main part of the wall inside the building would be too great to enable an understanding of it as a continuous piece.

The wall was conceived as a continuous structural barrier and has a distinct interrelationship with traffic and the outdoors; enclosing the wall within a building would involve dividing it into six separate parts through the removal of panels. The proposal to divide and enclose the main part of the wall within a building would physically and visually sever these links and alter that relationship, which would be harmful to its significance. It would no longer be a physical boundary feature, at the eastern boundary of the developed area which would shift beyond the walls limits.

The aim of Hollaway and his contemporaries was to integrate art into people's lives by making it readily accessible day and night. The idea of enclosing the wall would also largely remove it from the public domain and alter the public's day to day experience of it.

HE are concerned about the changes to the Holloway Wall, and consider that the level of harm to its significance would be at the higher end of less than substantial. They do not consider this harm has been clearly or convincingly justified.

The enclosure of the wall inside a building and the removal of ten sections of it and relocation of two sections at the southern end will fundamentally alter the way the wall is experienced and understood.

143060/LO/2025 'Alternations to Viaduct Arches': The proposal would replace the 19th and 20th century brick infills in six arches with modern, free-standing retail units. Arches 5 and 6, which are not currently infilled, will also be filled in with new units.

The construction of these units would have minimal physical impact on the fabric of the viaduct. The removal of mis-matched brickwork and shutters at the arches would improve the appearance of the viaduct

HE have no objections on heritage grounds and welcome the proposals, which would be a positive intervention to the street scene and to the setting of the listed building. The activation of the arches would help to provide a sustainable future of the viaduct and to ensure its ongoing maintenance

Twentieth Century Society (C20) strongly objects. The Hollaway wall must be read as a coherent sculpture, the strength of which is derived, at least partially, from its

length and scale. As a singular, monumental artwork, the act of folding and flattening areas of the wall is highly destructive. This proposal is not comparable to introducing limited new openings to a listed boundary wall. By reading the wall solely as a boundary structure, as opposed to an artwork by a major twentieth century artist, the understanding of the wall as a solid demarcation line is lost. The alteration and 'folding' of the wall would result in a high loss of the significance by altering its monumentality and dissolving its clear demarcation of the boundary of the UMIST site.

The partial enclosure of the wall would result in a high loss of significance for the same reason: by dividing the wall into an interior and exterior component it will alter the understanding of the wall as a whole. It will also result in uneven weathering, damaging its appearance.

The Structural Appraisal & Outline Methodology Report states that 'The Wall is currently external... and has therefore been subject to environmental factors such as freeze-thaw, carbonation, chloride-induced corrosion and sulphate attack'. This implies that the weathering of an external concrete sculpture is a negative attribute that ought to be prevented through its partial enclosure.

However, its design not only provided for expected environmental weathering ('these external conditions likely necessitated higher durability measures, such as increased concrete cover', it was designed for an external environment and therefore has heightened durability'), but was designed to 'enhance weathering and texture' by the use of 'rough sawn formwork' (Brook), the removal of the wall from its designed environment (outside, next to an active road), can be regarded as harmful to the significance of the wall.

The Hollaway wall is in its intended external location. The partial encapsulation would harm its heritage significance, by altering the environment in which it sits, and for which it was designed, and by leading to uneven weathering due to the partial enclosure of the wall and the partial 'folding' of the wall segments. As per NPPF great weight should be given to an asset's conservation. These proposals cannot be regarded as conservation of the heritage asset that is the wall.

The proposal would cause substantial harm to the Grade II listed wall. Such harm should be exceptional. This high bar of exceptionalism has not been met. Clear and convincing justification for the proposed substantial harm has not been provided.

Options A and B of the Hollaway Wall Strategies, in the D and A involve retaining the wall in-situ, whole and outside, but were discounted as strategy options for not meeting a 'c20,000 sq ft net area brief requirement'.

While 'typical floorplates' of this scale are recommended in the brief to meet the c. 500,000 sq ft net office space required by the brief, it is by no means a requirement.

Clear and convincing justification that this office area cannot be accounted for elsewhere in the site is not provided, contrary to the requirements.

The Planning and Tall Building Statement states that ‘this phase of development will deliver 72,928 sq m Grade A office space across two buildings’. This is equivalent to approximately 785,000 sq ft of Grade A office space – over one-and-a-half times as much floor space as required to meet the 500,000 sq ft net office space of the brief.

As such, there is no clear and convincing justification for options A and B of the Hollaway Wall Strategies to have been discounted, contrary to the requirements of NPPF. These options which are more sympathetic to the wall, retaining its significance as a heritage asset, ought to be reconsidered.

The wall must be treated as an artwork, rather than a boundary wall, although it achieves both, aligning with Hollaway’s artistic philosophy of combining public art with function. Its significance lies in its intactness, scale, and length. It was always intended to be read as a public sculpture from a specific vantage point: the public realm to the east of the wall that it helps to delineate from the university campus.

The claim made in the D and A that retaining the wall as-is would result in it being unable to ‘be appreciated in the round without leaving the building and walking round it’ does not address its one-sided public character.

The claim made that ‘folding’ sections of the wall would not impact the legibility of the wall is not agreed with. The wall’s legibility is derived from its completeness, and the lack of permeability along its primary length.

While the Society would rather that the wall remains outside, they accept the principle of enclosing the wall in a new building, on the understanding that the room is fully publicly accessible. However, this would be on the condition that the wall is fully enclosed, rather than partially as currently proposed. This is to allow the structure to remain legible as a complete and continuous work.

They object strongly to the proposals to ‘fold’ sections of the wall, due to the impact that the ‘folding’ would have on the understanding of the artwork, and subsequently on its significance as a Grade II listed heritage asset.

Environment Agency (EA) the has included potentially contaminating historical activities that could be mobilised during construction to pollute controlled waters.

The applicant has demonstrated that it would be possible to manage the risks posed to controlled waters. However, further detailed information is required before built development is commenced. Planning conditions are recommended to ensure further investigations are carried out and verification of any remediation works undertaken. Details of method of piling should also be agreed. There should be no infiltration of the drainage works without prior agreement.

Greater Manchester Ecology Unit (GMEU) there are no ecological constraints. No evidence of bats was found and all buildings and trees assessed have negligible bat roosts. In the event demolition is delayed, the buildings and trees should be reassessed. No trees should be removed in bird nesting season unless surveys show that they are absent.

The proposal would result in the loss of some existing trees and all the ornamental shrubs and low value grassland. An indicative Biodiversity net gain assessment indicates that 10% net gain can be achieved on site as a result of the significant urban tree planting with 270 trees. There is also a large net gain in hedge units. Measures should also be included with regards to nesting birds.

Design for Security at Greater Manchester Police a condition should require the scheme to be carried out in accordance with the Crime Impact Statement.

Aerodrome Safeguarding no objections subject to an informative about cranes.

Active Travel England recommends approval subject to conditions relating to travel plan, cycle provision and permeability being achieved at the site.

Network Rail an Asset Protection Agreement is required to use a tower crane near to their assets.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with Places for Everyone, the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone

Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024.

The relevant policies are as follows:

JP-Strat1 - Core Growth Area – The proposal would support the role of the city centre as a major growth area. The 72,928 sqm of grade A office space would provide jobs and public realm. It would act as a catalyst for further development.

JP-Strat2 – City Centre – The proposal would help consolidate the city centre as one of the most significant economic locations in the country. This highly accessible location is appropriate for high density Grade A offices.

JP-Strat14 – A Sustainable and Integrated Transport Network – This high density proposal would be close to excellent public transport. Connections in and around the site would be improved for pedestrians and cyclists.

JP-S1 – Sustainable Development – This brownfield site is contaminated but it is not considered to be complex. The buildings would be energy efficient and would meet the highest sustainable standards. PV and ASHP would generate renewable technology. Biodiversity would be improved and water and recycling would be managed to ensure this is a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed current Building Regulations. BREEAM excellent should be achieved.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures would be employed during construction to control dust and impacts from construction and earthwork activities. When the site is operational, a travel plan would promote the accessible location and promote public transport, walking and cycling. There would be 417 secure cycle spaces and 35 in the public realm. EV charging points would be provided.

JP-S6 – The waste hierarchy includes recycling facilities. Waste would be minimised through the construction process.

JP-J1 – Supporting Long Term Economic Growth – This proposal would support 72,928 sqm of office space targeted at Sci-Tech professional economic sectors. This would help to bring talent and jobs in this sector to the city. Local employment would also be created through construction and be supported by a Local Benefit Proposal.

JP-J2 – Employment Sites and Premises – Employment led regeneration is supported at this site. The site could deliver a significant amount of office space in an accessible location and help to maintain the city centres position as one of the prime office locations in the country.

JP-J3 – Office Development – The 72,928 sqm of office space would contribute to the 2,019,000 sqm that is required in the plan period. The city centre is expected to account for more than half of this due to its connectivity and accessibility.

JP-G1 – Landscape Character – Five landscaped character areas would enhance the setting of the new buildings and surrounding listed buildings and NDHAs. 270 trees would be planted and habitats and BNG enhanced.

JP-G2 – Green Infrastructure Network – 270 trees would be planted along with other planting. This would mitigate for the trees and vegetation lost and create green infrastructure at the site.

JP-G6 – Urban Green Space – The public realm would support the local community, the office development and SRF.

JP-G7 – Trees and Woodland – The 270 trees would mitigate those lost with a net enhancement. Biodiversity and the character of the area would be enhanced.

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would provide on site biodiversity measures and are expected to achieve the required 10% net gain.

JP-P1 – Sustainable Places – The design would impact on the historic environment. Public realm and landscaping would enhance the setting of the buildings and improve the character of the local area. There would be localised impacts on residents and businesses. The buildings are energy efficient and meet current standards. Water is managed in line with sustainability principles. The proposal would be accessible and would create legible and accessible public realm. Connections beyond the site boundary would be improved. There would be a modest loss of green infrastructure, including 28 trees, but would be mitigated through 270 trees and other planting.

JP-P2 – Heritage – There would be some localised impact on the Whitworth conservation area and nearby listed buildings, but in all cases they remain legible and understood. The proposal would alter the Hollaway Wall and Viaducts Arches (both grade II listed) and demolish NDHAs. This would result in varying degrees of harm or total loss of these assets. This is considered in detail in the report including an assessment of harm versus public benefits in line with National Planning Policy as directed by JP-P2.

JP-P4 – New retail and leisure uses in Town Centres – The proposal would introduce 7,265 sqm of commercial Class E space in the city centre which is acceptable.

JP-P5 – Education, skills and knowledge – There is a strong social value strategy to promote access to employment for local residents during the construction process and when the building becomes operational. The applicant would work with the Council's works and skills team to ensure that local residents have access to highly skilled jobs.

JP-P6 – Health – The proposal would support active travel to and around the site in the interest of health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create public realm, and link to other areas of open space and recreation, which promotes health and wellbeing for residents, visitors and those working at the site.

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. 417 cycle spaces are proposed in the buildings with 35 in the public realm. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C2 – Digital Connectivity – The Grade A office space would target collaborative workspaces, specially for Science and technology, which align with the University of Manchester's research and innovation focus.

JP-C3 – Public Transport – The proposal is well connected to accessible forms of public transport with enhancement to the pedestrian environment and walking and cycling routes.

JP-C4 – The Strategic Road Network – The proposal would not result in any undue harm to the capacity of the highway network. Improvements to the local highway network would make access and egress safe for vehicles and pedestrians. Construction impacts would need to be carefully managed over the construction period.

JP-C5 – Streets for All – The public realm would be accessible. Altrincham Street would be improved creating a more pedestrian friendly and accessible environment for all. Cycle provision would be created in the public realm. A bespoke servicing strategy would minimise the impact of servicing on the road network.

JP-C6 – Walking and Cycling – The proposal would support and improve pedestrian movement and cycling. Pedestrian routes would be safe and secure and well lit, with clear wayfinding and level access. Cycle provision would be available in the public realm. Altrincham Street would be widened to create a more pedestrian and cycle friendly environment.

JP-C8 – Transport requirements of new developments – Safe access would be created off London Road for servicing. The pedestrian environment would be improved on Altrincham Street. There would be safe and convenient access to public transport. This would be a largely car free development with 3 accessible bays. 417 space cycle spaces would be created with 35 in the public realm. Servicing would be carefully controlled and managed in the basement via the new servicing route. Construction management impacts would be managed to minimise the impact on the local highway network.

JP-D2 – Developer Contributions – A legal agreement would secure a monitoring fee for the management of the significant on site BNG.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles this is a highly accessible location, and this proposal would reduce the need to travel by private car and support sustainable development and minimise impact on the climate.

SO2. Economy The scheme would create 72,928 sqm of offices and provide construction jobs and permanent employment. 7,265 sqm of active uses would be created. The location is highly accessible. The employment would support the City's economic performance.

S05. Transport The proposal would be highly accessible, reduce the need to travel by private car and use public transport effectively. Enhanced public realm would improve connectivity in and around the site.

S06. Environment The proposal would enhance the natural and built environment, ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to all.

Policy SP 1 (Spatial Principles) The proposal would have a positive impact on visual amenity and the character of a strategic regeneration area. The buildings would be high quality and complement existing and recent developments. New place making would enhance movement around the site including the conservation area, listed building and NDHAs.

Policy EC1 (Land for Employment and Economic Development) The proposal would create 72,928 sqm of offices at a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use.

The City Centre is a key location for major employment growth and the proposal would create jobs during construction and when in operation. The design would use the site efficiently and enhance the sense of place. It would provide users and employees with access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 (The Regional Centre) This is an appropriate location for this proposal with sustainable transport nearby. The scale and type of activity would not undermine delivery of employment space elsewhere.

EC8 (Central Manchester) This proposal would support office, research and development in The Corridor. This would complement and enhance the role of the city centre as a major employment destination. Located close to Piccadilly station and other city centre amenities.. Public realm would create spaces to dwell and improve safe routes for pedestrians and cyclists.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) This would be a high quality proposal providing offices in an area identified primarily for economic development.

Policy CC2 (Retail) The ancillary retail and commercial activities which would be acceptable in the city centre.

Policy CC5 (Transport) The proposal would be accessible by a variety of modes of sustainable transport which would minimise its impact on local air quality.

Policy CC6 (City Centre High Density Development) This high density proposal would use the site efficiently.

Policy CC7 (Mixed Use Development) The ground floor would activate the site and provide amenities and services to the new business community.

Policy CC8 (Change and Renewal) Jobs would be created during construction.

Policy CC9 (Design and Heritage) The design would be high quality. Its impact on the settings of nearby listed buildings and the conservation area would be minor and is discussed in more detail in the report. There would be varying degrees of harm caused to listed buildings as result of the development which is considered in detail in the report. There would also be the loss of NDHAs.

Policy CC10 (A Place for Everyone) – The proposals would be a catalyst to the regeneration of this key strategic site and would complement nearby regeneration activity. The proposal and the public realm would be fully accessible.

Policy T1 (Sustainable Transport) – The limited on site parking would support modal shift from car travel to more sustainable alternatives. 417 cycle spaces would be provided together with wash facilities. Improvements to pedestrian routes and the pedestrian environment would prioritise pedestrians, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would enhance the character of the adjacent conservation area and the image of Manchester. The development of a large site that has been vacant for many years would be a significant milestone in the areas regeneration. The design responds positively at street level and would enhance permeability. The design is discussed in detail below.

Policy (EN3 Heritage) – The impact on the listed buildings and the setting of nearby listed buildings and conservation areas is detailed in the report.

Policy EN6 An Energy Statement sets out how the proposal would comply with the target framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN8 (Adaptation to Climate Change) – A BREEAM Assessment and Sustainability Report, identifies measures to ensure that the proposal would reach a target rating of “Excellent”.

Policy EN9 (Green Infrastructure) – 270 trees would be planted. This would support the City’ green infrastructure ambitions and create links to areas of open space and public realm.

Policy EN11 (Quantity of Open Space, Sport and Recreation) – The site presents an opportunity to create new public realm.

EN12 (Area priorities for Open Space, Sport and Recreation) – The priorities for the city centre are to provide open spaces in accessible locations that integrate into the character of the area. This proposal would realise this objective.

Policy EN15 (Biodiversity and Geological Conservation) – The removal of trees and vegetation would impact on the ecological and biodiversity value of the site. Mitigation would provide a higher quality and more considered landscaping at the site and the setting of the buildings.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and traffic emissions would be minimised. The proposal would not compromise local air quality and mitigation would be used during construction. This would be a car free development apart from 3 accessible spaces and servicing. Cycling and walking would be encouraged.

Policy EN17 (Water Quality) – An assessment of groundwater conditions shows the proposal would be unlikely to cause contamination to surface and ground watercourses and the impact on water quality can be controlled by condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and, as under Policy EN17 above, the impact could be controlled through a condition.

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The onsite management team would manage the various waste streams

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity. These issues are considered full, later in this report.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The proposal would result in a low level of harm to the character and appearance of the adjacent conservation area. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would result in a low level of harm to the settings of the nearby listed buildings. There would be a low level of harm as a result of the conversion of the Viaduct Arches. There would be a higher level of harm as a result of the alterations to the Hollaway Wall. This is discussed in more detail later in the report.

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes there is evidence of below ground archaeology and this needs to be investigated further and this can be secured by condition.

Saved Policy DC26.1 and DC26.5 Development and Noise – An acoustic assessment concludes that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise both during the construction and operational phases. This is discussed in more detail in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. London Road is a significant road route in the City. This proposal provides a building of the highest quality design which will provide a new employment led regeneration for this part of the City Centre.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The siting and massing would minimise the impact on nearby buildings and provide buildings of quality as part of the first project within the SRF area. The public realm provides an appropriate setting to the buildings and would enhance the environment as other developments progress in the SRF area. High quality materials would be used both for the buildings and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development. The development would create a distinctive form of architecture within this emerging regeneration area and will act as a catalyst for further high quality developments in this area.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers

2. Use appropriate green and blue infrastructure in new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Public realm would improve accessibility in and around the site including ensuring accessible and legible routes are created across the site where there are challenges with the topography. 270 new trees would be planted to mitigate those lost alongside enhancements within 5 landscape character areas.

ID Manchester Strategic Regeneration Framework (SRF) (2023)

The SRF was endorsed by the Council Executive in 2023. Its purpose is to create a commercial innovation hub, connecting the Corridor with Greater Manchester other growth locations and unlocking large scale innovation and commercialisation. There is a particular emphasis on the advantages of co-location of businesses as being critical to the ongoing success of the city centre and the Oxford Road Corridor.

The SRF identifies this site for a mixed use office led development with connected routes, high quality public spaces and a building of scale to act as a marker from the Station. Altrincham Street should be widened to enhance pedestrian and cycle routes alongside the activation of the Viaduct Arches.

The Hollaway Wall is identified as a barrier to movement. A new Square is also anticipated for exhibition and gathering space contributing positively to the wider SRF environment.

The proposed development is in line with the objectives of the SRF. The proposal would deliver a significant employment opportunity within two buildings alongside a high quality amenity offer. Building C2 would be 20 storeys, which has been tested against the Council's tall building policy EN2, and would create the landmark building visioned by the SRF acting as a new key gateway into the site. The alterations to the Hollaway Wall would allow for more movement through this part of the site whilst respecting its heritage value.

The activation of the arches would facilitate the improvements to Altrincham Street. This proposal provides a first phase in those works to create a pedestrian and cycle friendly route through the site.

Sister Square would provision to the civic spaces required to support the wider SRF area as it developments. This space is large enough to accommodate the events and exhibitions specified in the SRF.

Oxford Road Corridor Strategic Spatial Framework (March 2018)

The Oxford Road Corridor is an important economically area, with more job creation potential than anywhere else in the region. The area generates £3 billion GVA per annum, consistently accounting for 20% of Manchester economic output over the past five years. The area has more than 60,000 jobs over half of which are within knowledge intensive sectors, including health, education and professional, scientific and technical sectors.

The Strategic Vision highlights the need to support committed future investment and the future growth potential of its institutional partners in delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities. It highlights the need to support the private sector in terms of high value added and high growth companies, something that could be realised on a significant scale in Oxford Road Corridor.

The spatial framework aims to guide development and investment activity to achieve the vision for the area. The document was endorsed at the City Council Executive in March 2018.

The SRF identified that the site provides a significant opportunity for redevelopment of this group of important buildings in a way that will promote new linkages and connections between Oxford Road Corridor and Piccadilly Rail Station.

The proposal is in line with this vision and would create and enhance linkages to the wider Oxford Road Corridor area and to other important employment and areas of growth in the city centre. The joint venture between Bruntwood and the University of Manchester would help deliver the innovative commercial hub required to support growth in the Oxford Road Corridor.

National Planning Policy Framework (2024)

The revised NPPF re-issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

72,928 sqm of Class E office accommodation would be created at the site to support the creation of a cluster of leading Research and Development (R & D) institutions both within the wider SRF area and the Oxford Road Corridor. This would support economic growth in this part of the city centre, attract investment and create jobs. Construction jobs would also be created as part of the development and initiatives

would be used to ensure this is local employment where possible. The proposal would support 1690 jobs when operational.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The proposal would be safe and secure. Cycle parking and pedestrian movements would be prioritised. New public realm and green infrastructure would be provided which would also link into other nearby schemes.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 110).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117).

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is located in the city centre, is well connected to all public transport modes which would encourage sustainable travel. Limited on site car parking would discourage traveling to the site in a car. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval. There would be improvements to the public realm around the site to aid movements alongside a wider package of highway improvements.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 125)

Paragraph 130 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF.

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The office accommodation would be created on a site identified to for this purpose. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not

preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. 270 trees would be planted within the application site within 5 landscaped character areas.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of 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 (paragraph 168).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting. Efficient drainage systems would manage water at the site. The building would achieve BREEAM Excellent and a Nabers 5 star rating.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 198 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210).

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 216).

The proposal would result in less than substantial harm to the heritage assets identified in this report and this would be outweighed by public benefits. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development proposals that accord with an up-to-date development plan without delay.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

A construction management plan would include dust management measures to minimise the impact of the construction process. This would be a low car development providing 3 accessible spaces, which would be fitted with EV charging. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

Noise states that Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building. A construction management plan would include measures to minimise noise impacts of the construction process.

The commercial uses would be treated to prevent noise outbreak. The plant would adhere to the Council's noise criteria to ensure that it is suitable for use.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The siting, scale and appearance of the building responds appropriately to the local context. The materials and architecture would create a distinctive form of high quality architecture at the site.

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

The proposal would create public realm which would improve connectivity for pedestrians and cyclists.

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes. There would be 3 accessible parking space and 417 cycles spaces.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

The proposal would result in varying levels of less than substantial harm to various heritage assets identified in this report. There would be considerable public benefits including the development of a 72,928 sqm of Grade A office space with a capacity for 1690 workers on a long standing vacant, brownfield site. Jobs would be created during construction and local labour would be prioritised. Significant areas of public realm and place making would be created including 270 trees. The proposal would be highly sustainable and meet the highest industry standards. The design would be acceptable and respond to local context.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Section 66 Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") states that "in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage

asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Construction Management and Phasing;
- Townscape and Visual Impact;
- Heritage;
- Air Quality;
- Noise and Vibration;
- Daylight/Sunlight/Overshadowing;
- Solar Glare;
- Wind;
- Climate Change;
- Human Health;
- Socio Economic;
- Traffic and Transport;
- Archaeology; and
- Cumulative Impacts.

The proposal is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

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

- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

The application has been subject to three rounds of consultation under the EIA Regulations. A Regulation 25 notification was carried out in November 2024 following amendments to the scheme which updated chapters within the Environmental Statement.

Further information was received in March 2025 and a further Regulation 25 has been undertaken and must expire before the issuing of any planning permission if Members are minded to approve the application

It is considered that the Environmental Statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Listed Buildings Statement of Significance

Hollaway Wall (Grade II)

The wall was an established feature on the UMIST site in the late 1960s forming one of the last components of the masterplan to deliver the Campus. It was erected to address issues along London Road in particular level changes and to act as a barrier to the heavily trafficked London Road and separate it from the campus. It is constructed of concrete and designed as a piece of art and a functional buffer.

The wall is 68 metres long and 5 metres high and is prefabricated concrete panels slotted into concrete columns. It is best appreciated from London Road.

The list description identified the historic interest of the wall being derived from being an acoustic barrier, but this function is not alluded to in the University information within regards to the reason for erecting the wall.

Manchester South Junction and Altrincham Railway Viaduct (Grade II)

It is constructed in red brick with some blue brick, sandstone dressings and cast iron bridges. The viaduct is 1 ¾ mile and incorporates well detailed bridges. It is an important and integral component of the Manchester South Junction and Altrincham Railway, one of the earliest suburban railways and Manchester's first. The 224 brick arches include skew arch which adjoins Vimto gardens and connects to Piccadilly station. The tallest arches are between Piccadilly and Oxford Road station including those adjacent to the site. Vimto Gardens allows the scale and design of the Viaduct to be appreciated nearby. The viaduct has group value with neighbouring rail infrastructure and has a positive contribution to the conservation area.

Renold Building (Grade II)

The building is a block of lecture theatres and contains a large abstract mural. Its architectural interest lies in it being a purpose built lecture block for high education and has group value with the Hollaway Wall. There is also historical interest due to its association with the former UMIST campus.

The building responds to its intended use and multi level position on the campus using thick concrete walls to the theatres to control noise breakout and from the adjacent railway line. It is a prominent building of high architectural quality due to its modernist architecture.

Former Goods Yard Office to Piccadilly Station (Grade II), Train shed to Piccadilly Station (Grade II)

The remaining principle elevation is constructed of sandstone ashlar in a renaissance style with pilasters and a pedimented doorway that encloses the eastern side of London Road. The remainder of the building is now encompassed in the modern late 20th century elevation. The building is best experienced from London Road and contributes to the significance of the railway station function.

Train shed to Piccadilly Station (Grade II)

Is constructed of cast iron columns supporting a large glazed roof above a brick undercroft and is of historical interest.

Institute of Science and Technology (Grade II)

Is designed in the French Renaissance style over five floors and constructed of red brick with red sand stone and terracotta dressings. The main entrance on Sackville Street has a large projecting bay, finished with an elaborate gable and framed with polygonal corner piers. Its scale dominates Sackville Street in the conservation area.

London Road Police and Fire Station (Grade II)*

The building occupies a large triangular site, arranged around a central courtyard. It is Edwardian Baroque style with red brick, terracotta and brown faience. The roof is a complex system of turrets, cupolas and an off central main tower. Its plan is large and irregular arranged around a central courtyard. The ground floor has large square windows and the second and third floor a giant colonnaded screen. The building is appreciated from the immediate street scene in order to appreciate its mass and secretive features and has a positive impact on the setting of the conservation area. The significance of the building therefore lies in its aesthetic value as well as historical value associated with its former use.

Star and Garter (Grade II)

The public house is a red brick with stone dressings with steeply pitched slate roof. The building is in Gothic form with some Baroque details.

Ardwick Drill Hall (Grade II)

The building is a former territorial army drill hall.

Non Designated Heritage Assets (NDHAs) Statement of Significance

The Former UMIST Campus

The campus was completed by 1970 creating a 'new age' campus designed to be an emblem of modern, educational architecture with the Corbusian essence of simplicity and minimalism at its heart.

It contains a large number of building but the following are in the site and require further consideration to understand their value and significance.

Moffat Building

The building is a former 1950s warehouse. As the University had to adapt an existing building, there was the need for retaining wall to the east of the building to address level changes to the road i.e. the Hollaway Wall. This was done in part to address the buildings poor architectural quality. The building was granted a certificate of Immunity in 2024 given its poor architectural and historical value it is not considered to be an NDHAs for the purposes of this application but is relevant to understanding the evolution of the Hollaway Wall and the wider evolution of the site.

Staff House (Manchester Meeting Place)

The building was the earliest, purpose built building to be constructed in the 1960s. The building was designed to contain eating and recreation spaces for teaching staff. The upper floors of the 3 storey building were designed with a symmetrical grid pattern of reinforced concrete frame and metal windows. In 1965 a matching three storey extension was added with a new third floor level across the building.

Barnes Wallis/Wright Robinson Building

Originally designed as the Students Union Building in 1963, the building was also used for conferences. Its design, with a vertical tower and lower, horizontal podium in front of it, is highly typical of modernist buildings.

Butterfly Stair

The concrete butterfly stairs is to the south of Altrincham Street and leads onto the landscaped square which forms a key nodal point within the UMIST campus. It was positioned at a central point, fronting onto the lawn between the Renold Building, the Staff House and the Barnes Wallis. The concept for the campus was to have varying multi levels, open lawns and unobstructed views. A principal staircase was required to aid movement between these spaces. The butterfly design emerged as an architectural response to the architecturally led design of the site. The design

allowed the public spaces around the buildings to be respected. The staircase is built of concrete with cobbles and an ornamental pond feature at the base.

Morton Laboratory

The purpose built laboratory as constructed with a steel frame and reinforced concrete. Blue engineering brick and smaller metal framed windows on the west and east elevations denote office and smaller lab spaces. There were alterations to the building entrance/lobby to the south elevation and changes to the fenestration on the east and the west in the late 20th Century.

Public Art

The art works are Archimedes statue, Havelock mill structure, Generations of Possibilities (Magnet) and UMIST Cube. The art work is located where it was originally intended. All the public art was commissioned by UMIST during their occupation of the site. The art work that is located in the conservation area contribute positively to its setting.

Conservation Area Designations

Whitworth Conservation Area

The development of the textile industry and cotton trading within the conservation area focused on both major thoroughfares and smaller side streets and alleyways, with a mix of grand Victorian warehouses on primary and secondary routes throughout the area.

The primary character of the area is the ‘canyon’ like streets, which contain tall imposing warehouse buildings of a monumental scale to either side, which tower above the pavement, giving a distinctive quality which is only to be found in this part of Manchester.

The tall and ornate clock tower of the Grade II* Palace Hotel is a highly important local landmark, which forms the south-west corner of the Conservation Area.

The conservation area largely retains most of its historic built form and street pattern, with the exception of the large cleared site at the junction of Princess Street and Whitworth Street, which is currently being developed, which will return the historic sense of enclosure and built form in the area.

Issues

Principle of the proposal and the schemes contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the City Region and needs to accommodate significant employment to support the long term economic success of the city (EC1, EC3 and EC8).

Places for Everyone. JP-Strat1 and JP-Strat2 emphasises the City Centre's significant economic role, having a primary focus for business among other uses and supporting Greater Manchester's economic growth. Policy JP-J3 earmarks over 2 million sq. m. of accessible new office space for the region, with more than half of this in the City Centre.

There is an acknowledged shortage of good quality office space in the City Centre and demand remains strong. Good quality products must be brought forward in sustainable locations such as this if the city centre is to remain competitive, meet occupier demands and maintain investment.

Mixed use development is supported in the city centre as part of providing enhanced amenities within city centre schemes (Core Strategy policies CC2, CC7 and CC10).

Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

This proposal is a joint venture between Bruntwood SciTech and the University of Manchester. Bruntwood has significant experience of delivering successful commercial developments particularly in the science and technology sectors. The University of Manchester also has delivered innovative development at their estate.

The SRF seeks to create a commercial innovation hub, connecting the Corridor with Greater Manchester's other growth locations and unlocking large scale innovation commercialisation. Plot C would be the first new building in the area and deliver 72,928 sqm of office space and 7,265 sqm of retail space. It would add £128 million in net additional Gross Value Added (GVA) annually.

This proposal is consistent with the SRF vision delivering a mixed use commercial led office development in landmark buildings. Bruntwood SciTech's expertise in developing collaborative workspaces, especially for science and technology, aligns with the University research and innovation focus.

High quality public spaces would be delivered including Sister Square and an enhanced Altrincham Street. Plot C is the entry point to Sister and the Corridor from Piccadilly Station and would act as a catalyst for future development in the SRF and support the objectives of Corridor Manchester.

1690 jobs could be created when the proposal is operational. 12,500 jobs should be created at Sister in total. 245 full time equivalent jobs are expected during construction. The applicant is committed to a Local Labour Strategy to promote employment and skills enhancement opportunities for local people relating to training and work experience programmes. The applicant would work with the Council's work and skills team to build partnerships between education and employers through construction and operation.

The proposal would therefore be consistent with the policies in the development plan, when read as a whole, including SP1, EC1, EC3, EC8, CC1, CC2 CC6, CC7, CC8,

CC9, CC10, as well as strategic policies in Places for Everyone such as JP-Strat1, JPStrat2 and Policy JP-J3 together with the City Centre Strategic Plan.

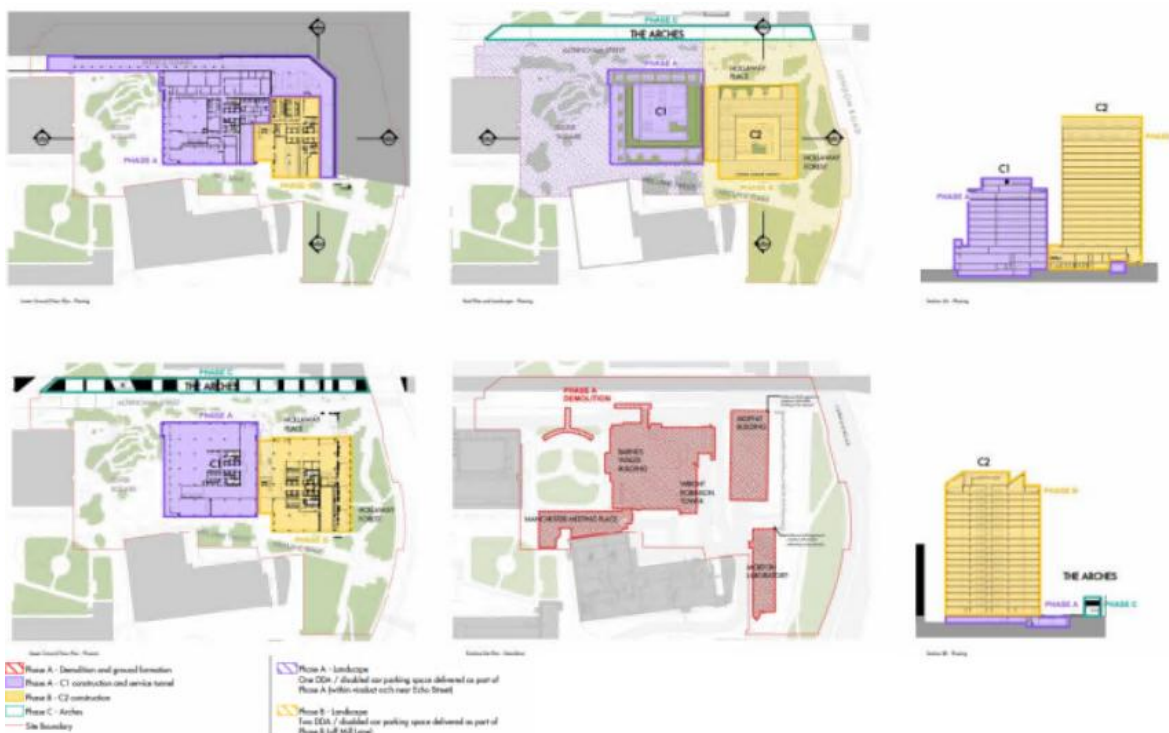
Phasing

The development is anticipated to be delivered in 3 phases:

Phase A would involve i) demolition of all existing building and structures, namely, Barnes Wallis and Wright Robinson, MMP, Moffat Building, Morton Laboratory and Butterfly Stairs; ii). Construction of the basement and podium to the lower ground and upper ground floors of both buildings to create the flexible commercial and community use space; iii). erection of Building 1: iv) landscaping including Sister Square and the installation of the new stairs and ramp access; and creation of the servicing tunnel including means of access from London Road.

Phase B would involve the erection of the building 2, alterations to the Hollaway Wall, restoration and relocation of the art work and landscaping and access.

Phase C would involve the creation of the commercial uses within the Viaduct arches and completion of the landscaping.



Phasing Plan

Climate change, sustainability and energy efficiency

The proposal would be low carbon, energy efficient and in a highly sustainable location with excellent access to public transport including rail, bus and trams. It would develop a brownfield site with sustainability embedded into the design,

construction and operational aspects. It would be largely car free with significant on-site cycle parking. A comprehensive travel plan would encourage sustainable travel choices. The 3 accessible bays would be fitted with EV charging.

Consideration was given to the retention and re-purposing of existing buildings including an assessment of the embodied and operational energy of retaining and retrofitting them and demolition and new build. The operational energy usage of retaining them was significant when compared to a new build option. A retrofit of the building would only have a modest saving compared to a new development due to the extent of new material which would be required. This would also not deliver the floorspace requirements meeting the objectives of the scheme.

The embodied carbon in the demolition and erection of new buildings would be mitigated through sustainable practices and re-use of materials. The operational carbon in a highly efficiently new building would be minimised and would offset, to a certain degree, the embodied carbon.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

The offices would be energy efficient with a high-performance fabric, air tightness and highly efficient services with measures to minimise its impact on air quality, waste and recycling. The building would be all electric so would benefit long term from a decarbonising grid. There would also be air source heat pumps providing heating and cooling to and hot water. It would include highly efficient LED lighting and a heat recovery ventilation system. The buildings would target BREEAM 'Excellent' and a NABERS 5* as required by policy JP-S2 of PfE.

A heat network approach is not viable but the building has been designed should a district heating network become available (policy JP-S3). 637.5 sqm of photovoltaic panels (PV) would be roof mounted to building 2 (policy JP-S2 of PfE).

The 270 trees and landscaping would improve biodiversity and surface water would be managed. The applicant has set out a social value model for how the proposal would be delivered and social value would be embedded into the project.

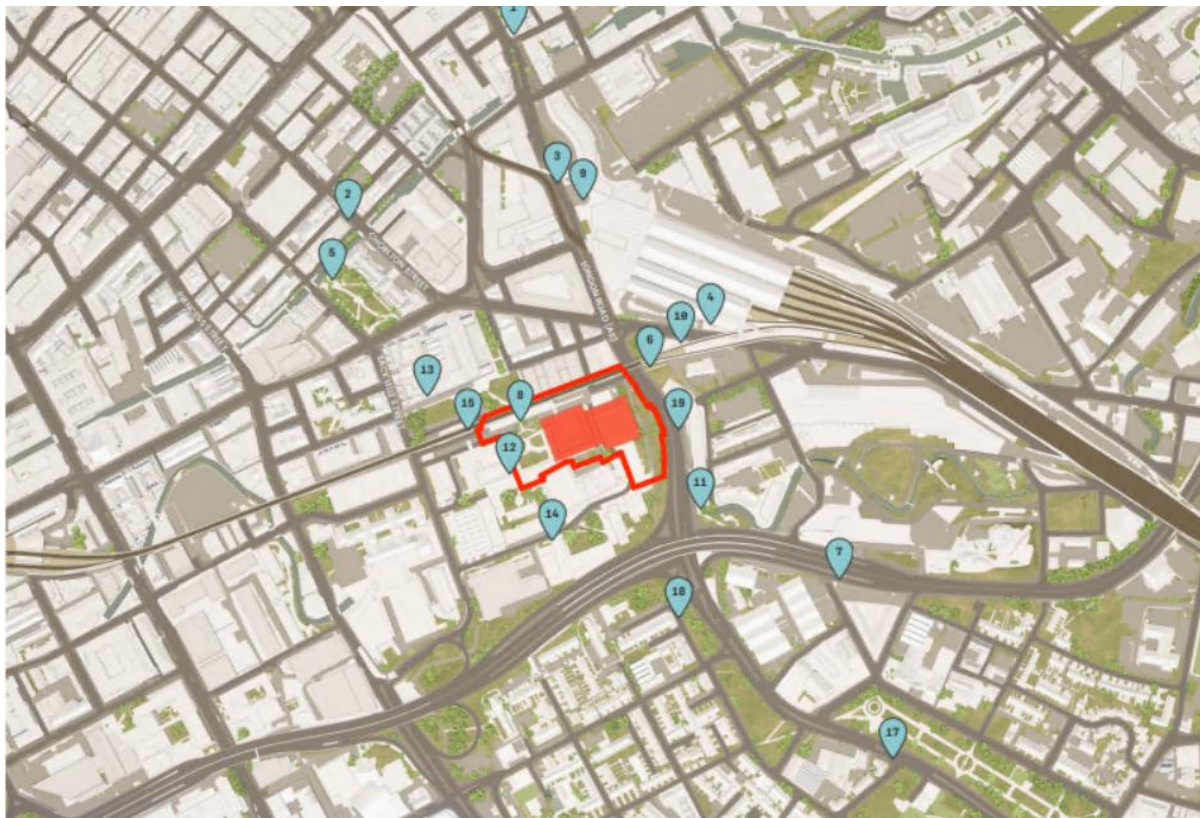
Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360-degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013.

18 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

- Viewpoint 1) Piccadilly;
- Viewpoint 2) Chorlton Street;
- Viewpoint 3) London Road;
- Viewpoint 4) Fairfield Street;
- Viewpoint 5) Sackville Gardens;
- Viewpoint 6) Altrincham St, Hollaway Wall;
- Viewpoint 7) Mancunian Way;
- Viewpoint 8) Landscaped area;
- Viewpoint 9) Piccadilly Station Approach;
- Viewpoint 10) Station platform 13/14;
- Viewpoint 11) Morton Labs, London Road;
- Viewpoint 12) landscaped area;
- Viewpoint 13) Vimto Park;
- Viewpoint 14) The Mill;
- Viewpoint 15) Altrincham St, Renold building;
- Viewpoint 17) Ardwick Green South; and
- Viewpoint 18) Lockton Close



Viewpoint Locations

The effect of the proposal on these views can be summarised as follows:

View 1 is on the A6 with vehicle laybys on both sides and a central reservation with street trees. It is framed on each side by typically 4 plus storey buildings.

Architecture is varied and includes 111 Piccadilly, the listed Malmaison hotel, Double Tree by Hilton (2007) and the gable end of buildings to Station Approach. Views of these buildings would be restricted during the summer by street trees. The Grade II* listed London Road Police & Fire Station can be seen beyond the footbridge.

The view contains many listed buildings, and the Whitworth conservation area in the far distance, but it is mainly experienced by those using the A6 which gives it a low townscape value with scope for change.



Viewpoint 1) Piccadilly (existing left); proposed (cumulative) (right)

The proposal would fill a gap in the far distance and be visible beyond London Road Fire Station. Existing buildings would screen low level parts but Phase 2 would become partially visible as the upper half of the building is constructed. Tower cranes are also likely to be visible. Phase A and C would not be visible.

The impact on the view would be limited and the characteristics of the conservation area and appearance and setting of the listed buildings would remain legible and understood.

View 2 looks along Chorlton Street, from its junction with Canal Street. Shena Simon College and boundary wall frames the right-hand side with heritage and modern brick buildings on the left. The Sackville building is clearly visible in the central mid distance. Building heights and architectural style vary but with red brick and stone being the consistent and prominent building material. The upper storeys of the iQ student accommodation at Echo Street, currently under construction, can be seen.

The view is experienced by pedestrians. The prevalence of listed buildings and a conservation area mean that people may also be drawn to the area which gives it a high townscape value and sensitive to change.



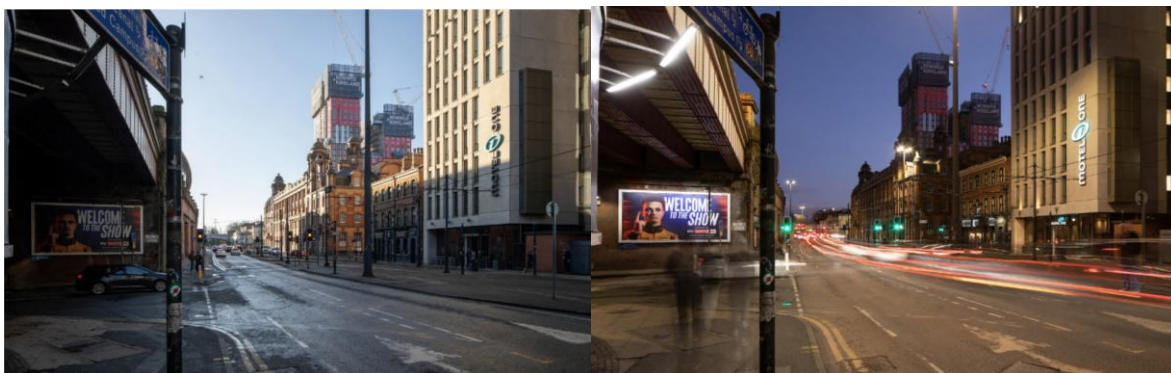
Viewpoint 2) Chorlton Street (existing left); proposed (cumulative) (right)

The uppermost storey of Phase A would be visible between the roofline of iQ and the Sackville Building. Significance reduces after the construction phase as cranes are removed. The proposal would be a high-quality addition to the area and its impact on the view would be low. The characteristics of the conservation area and appearance of the listed buildings would remain legible and understood.

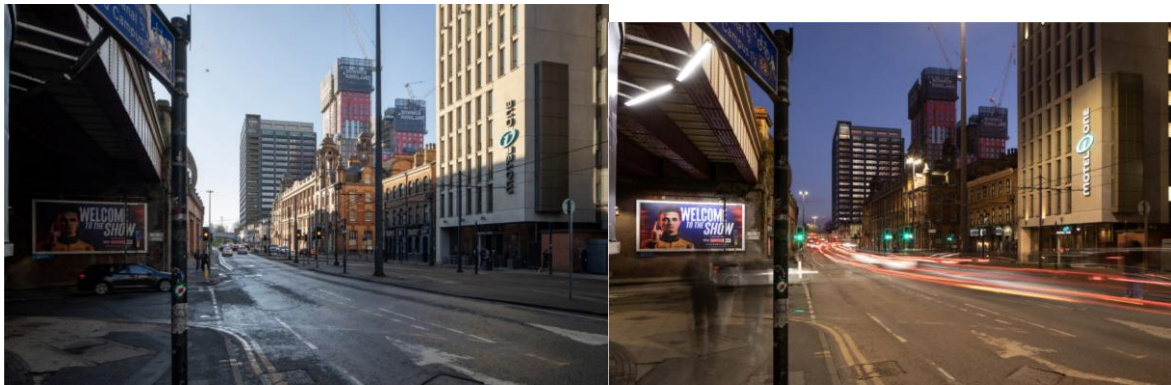
View 3 is on London Road at Store Street and is framed on the left by the railway viaduct. Further into the mid distance, beyond a set of traffic lights, viaduct underpasses, allowing Metrolink access, are visible.

London Road is busy and contains street furniture and signage that clutter the view. On the right hand side are buildings of varying age, height and style with Motel 1, Piccadilly Central pub, the grade II* listed London Road Police & Fire Station and the high rise iQ student accommodation at Echo Street. The the listed railway viaduct at Altrincham Street terminates the view.

The view contains many listed buildings, and the Whitworth conservation area and is mainly experienced by those using the A6 which gives it a medium townscape value and provides some scope for change.



Viewpoint 3) London Road (existing – daytime left; nighttime right)



Viewpoint 3) London Road (proposed – daytime left; nighttime right)



Viewpoint 3) London Road – proposed (cumulative)

Phases A and C would be screened from view. Phase B would be visible beyond the Fire Station but lower than the iQ PBSA. The domed belfry towers of the Fire & Police Station would no longer be silhouetted on the skyline. The dark façade of building 2 would contrast with the Fire Station and its distinctive architecture which would allow it to remain legible and understood.

The proposal would be a read as a high-quality addition to the area and its impact would be medium. The characteristics of the conservation area and appearance of the listed building would remain legible and understood..

View 4 is close to Grade II listed Piccadilly Station, centred on Fairfield Street, with Sheena Simon College (Grade II) in the distance. The station and forecourt, used for vehicular drop off, is on the right. It contains an array of street signage and furniture. Platforms 13/14 and the railway viaduct is on the left. iQ PBSA, under construction, is the most prominent feature.

The view contains many listed buildings, and the Whitworth conservation area and is mainly experienced by those using the railway station which gives it a medium townscape value.



Viewpoint 4) Fairfield Street (existing left); proposed (cumulative) (right)

Phase A and B would be visible above the railway viaduct and frame the far left of the view. Phase C would not be visible. Views of the listed railway station or the fire station are not impacted and the conservation area and listed buildings remain legible and understood.

View 5 is from Sackville Gardens and is enclosed on all sides by listed buildings including the Sackville Building, Sheena Simon College and Regency House. All were built in the late 19th century, dressed with red brick to a similar scale and height. They heavily influence the character of the park. Mature trees provide greening during summer and screen much of the surrounding built form.

The view is sensitive and would be experienced by a high number of residents and visitors and has a high townscape value and would be sensitive to change.



Viewpoint 5) Sackville Gardens (existing left); proposed (cumulative) (right)

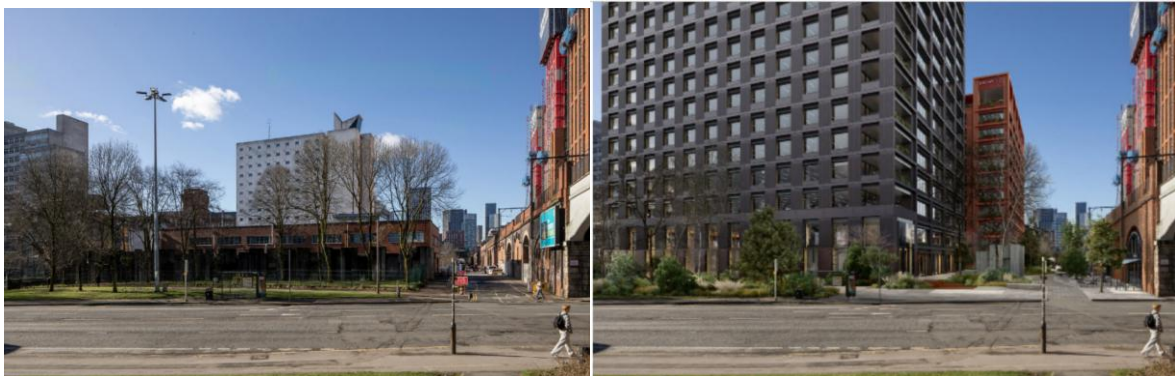
Phase A, B and C would not be visible but future phases of the SRF may impact on the setting of this view, particularly above the roof line of the Sackville Building.

View 6 is alongside the Grade II listed railway viaduct and looks over the A6. The Grade II Holloway Wall is visible across the view, beyond which are former university campus buildings including Moffat and Barnes Wallis.

To the far left there is the Maths & Social Sciences building with Morton Labs fronting the A6. Visibility of the wall and the former university buildings would be restricted during summer when trees are in leaf.

Altrincham Street, a pedestrian route that connects with Sackville Street is on the right with taller buildings beyond. At night, highway lighting to London Road creates glare in the foreground. Column lighting to Altrincham Street illuminates the pedestrian route with tall buildings providing further lighting in the far distance.

Given the sensitivity of the structures it has high townscape value but it tends to be a transient view.



Viewpoint 6) Altrincham St, Hollaway Wall (existing left); proposed (cumulative) (right)

The proposal would change the view significantly by removing the existing buildings and altering the Hollaway Wall and its setting. The scale would be noticeable but would not feel unusual on a main radial route and would help to define the street edge. The proposal would be a high quality contemporary building. The active public realm resulting from the re-use of the Viaduct arches would create a safer and more welcoming environment of pedestrians.

The proposal would alter the view significantly and have a high overall impact as a result of the alterations to the Hollaway Wall.

View 7 is from Cakebread Street and is experienced by those travelling along Mancunian Way which crosses the mid distance view, passing buildings to the south of Piccadilly Station including Marriott hotel, Mill Point and Piccadilly Point PBSA.

The upper stories and cranes of iQ break the established roofline. The red brick Freight island/Mayfield depot is to the right with the former Maths & Social Sciences building to the left.

Motorists would appreciate the view the most and therefore it has a low townscape value and could accommodate change.



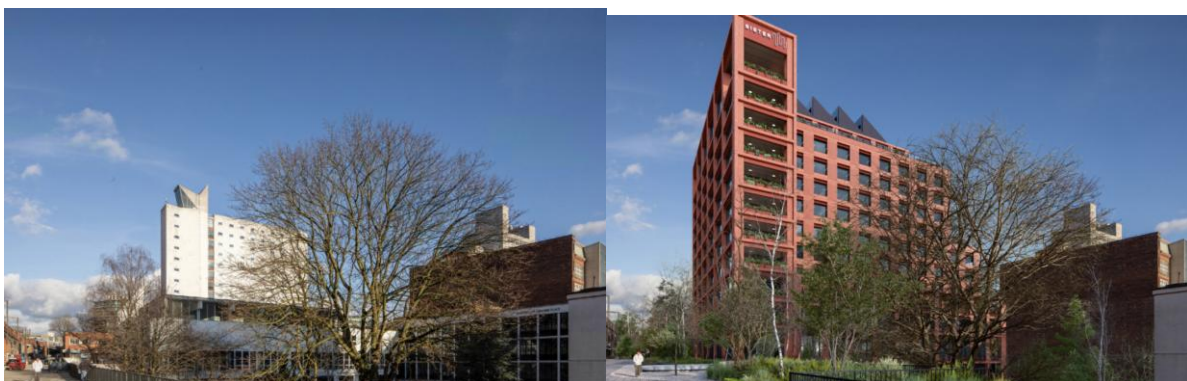
Viewpoint 7) Mancunian Way (existing left); proposed (cumulative) (right)

Phase A and B would be visible, partly screened by the Marriott hotel. Phase A would not be seen above the hotel but Phase B would be visible and be marginally higher than the PBSA. The height variation between Phase A and B would add positively to the character of this part of the city centre.

The proposal would add to a cluster of similar scaled buildings. Given it would be seen amongst other city centre developments it would have a largely positive impact on the townscape. The view could change as other SRF proposals come forward.

View 8 is close to the Grade II Listed Renold Building looking along Altrincham Street. The railway viaduct is to the left and the Barnes Wallis building is central. The Mill to the right bounds the southern edge of a public space with the Maths and Social Sciences building above the roofline. Mature trees to central landscaped area mean that both Barnes Wallis and The Mill are partially screened by vegetation. Once in leaf, trees will become a more effective screen. Partially visible through foreground balustrading are the “butterfly stairs” that provide a pedestrian connection between Altrincham Street and the existing landscaped area.

It is appreciated by pedestrians, and the heritage assets, gives this view a medium value in townscape terms and is sensitive to change.



Viewpoint 8) landscape area (existing left); proposed (cumulative) (right)

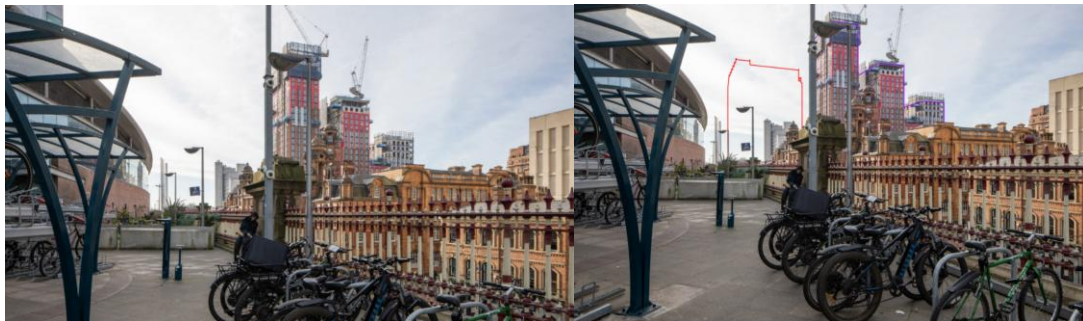
The development of building 1 and the loss of Barnes Wallis and Butterfly Stairs would result in a much altered view. High quality architecture would be evident and

help frame the enhanced landscaping. The activation of the Altrincham Street as a result of the re-use of the arches would also be beneficial.

The loss of the non designated heritage assets would have an adverse impact on the view. Some remaining heritage assets would remain legible and understood and provided within an enhanced landscaped setting.

View 9 is at the southern end of Station Approach in an elevated position. The foreground comprises infrastructure associated with cycling including bike stands, shelters and pumps. In the mid distance is the Grade II Fire Station, behind which is the taller iQ PBSA. The Sackville building (Grade II) is visible to the right and to the centre left is the university Maths & Social Sciences building

The view is experienced by pedestrians and the prevalence of listed buildings and a conservation area gives it a medium townscape value.



Viewpoint 9) Piccadilly Station Approach (existing left); proposed (cumulative) (right)

Phase B would be partially visible beyond the Fire Station. The proposal would be a large, significant addition to the view and there is a transition of scale and massing between the taller iQ PBSA. Phase A and C are screened from view

The proposal would add to the cluster of similar scaled buildings. It would be seen amongst other city centre developments and have a largely positive impact. The view could change further as SRF proposals come forward. The listed buildings would remain legible and understood.

View 10 is from platform 13/14 and is elevated. It includes the upper storeys of city centre buildings, with the Marriott hotel on the left and iQ PBSA to the right.

The Barnes Wallis building is in the centre and Circle Square and Great Jackson Street can be seen to the right. Architecture in the view is varied and includes contemporary glazed façades, 1960s brutalist concrete and late 19th Century red brick buildings. The view is experienced from those using the railway platform only which gives it a low value.



Viewpoint 10) Station platform 13/14 (existing left); proposed (cumulative) (right)

The proposal would dominate the view. It would be a positive and high quality addition to the view and the Manchester sky line. The loss of the non designated heritage assets would have a moderate impact on the view.

View 11 at the Marriott hotel is dominated by the A6 dual carriageway with Armco and an overhead gantry reiterating the presence of a large arterial route.

University buildings including Morton Labs, Barnes Wallis and The Mill are evident with newer additions such as iQ PBSA. In summer, visibility would be restricted by mature vegetation. On the right the eye follows the A6 into the mid distance, past the glazed facade of Marriott and towards the railway viaduct and station.

The view is experienced by pedestrians and motorists in the context of the heavily trafficked main road which gives a low quality to the view.



Viewpoint 11) Morton Labs, London Road (existing left); proposed (cumulative) (right)

The proposal dominates the view forming a significant element. The demolition of the University non designated heritage buildings would cause harm. The view towards the dominant IQ PBSA would be lost but the scale of the proposal is similar. The view would change significantly but the proposal would be a high quality contemporary addition to the townscape.

View 12 is a landscaped area at UMIST. The butterfly stairs are just visible to the far left. The iQ PBSA is clearly visible and the Grade II railway viaduct is partially visible at its base. The view is experienced by pedestrians and given the listed buildings and nondesignated heritage assets, has a medium townscape value.



Viewpoint 12) landscaped area (existing left); proposed (cumulative) (right)

The loss of the Barnes Wallis building and Butterfly Stairs would have a substantial impact on the view. The alterations to the public realm, including Sister Square would form an enhanced setting to the proposal and SRF. The architecture is high quality and the variation, texture warm colours would have a beneficial impact

View 13 is on Granby Row, close to the Grade II Sackville building looking across Vimto Park, with the viaduct.

The lawn and mature trees screen much of the mid distance in summer. The Vimto sculpture is central with the iQ PBSA at the end. Some buildings are partially visible including the Grade II Renold and Barnes Wallis. The view contains listed buildings, and the Whitworth conservation area. This gives a high townscape value and a level of sensitivity to change.



Viewpoint 13) Vimto Park (existing left); proposed (cumulative) (right)

Buildings 1 and 2 would be visible beyond the railway viaduct. Their form and scale creates a staggered transition between iQ PBSA to the left and Renold to the right. This helps to ensure that they do not dominate Vimto Park and mature trees in Vimto Park screen and maintain a soft backdrop. The loss of non designated heritage assets would cause some harm, but the new buildings are high quality. The designated heritage assets would remain legible and understood.

View 14 is on a service road to the rear of The Mill, which dominates the foreground and prevents visibility beyond. Morton Labs is to the far right. The view is experienced by those using the service road which makes it low value townscape.

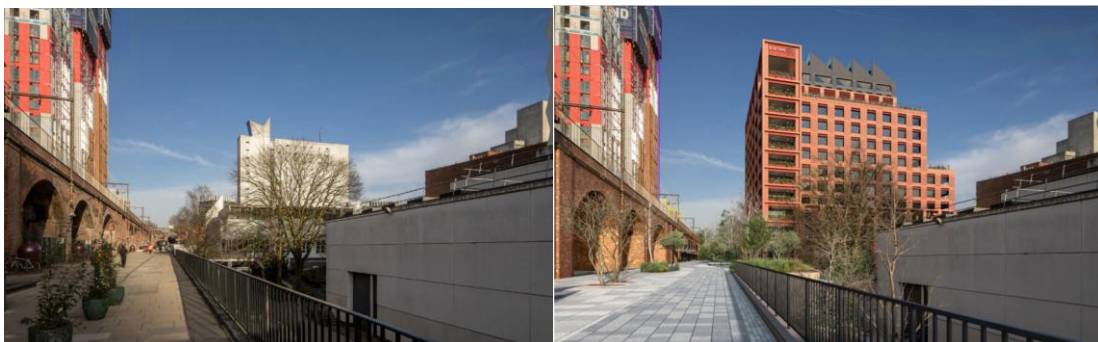


Viewpoint 14) The Mill (existing left); proposed (cumulative) (right)

The top of Phase B would be visible above The Mill. The tree canopy will provide some screening during the summer. There proposal would have limited impact.

View 15 is to the north of Renold building (Garde II) and looks along Altrincham St with the viaduct on the left.

IQ PBSA is next to the listed viaduct. The right-hand side of the view comprises former university buildings including Barnes Wallis and Renold buildings. There is steel balustrading at the change in level between Altrincham Street and the lower level lawn. These areas are connected by the “butterfly steps” which are partially visible. In summer, trees restrict visibility of the stairs and Barnes Wallis. Given the listed and non designated assets, the view has a medium townscape value and sensitive to change.



Viewpoint 15) Altrincham St, Renold building (existing left); proposed (cumulative) (right)

The loss Barnes Walls and Butterfly Stairs would highly alter the view. Building 1 would become the new dominate building, similar in scale and magnitude to the IQ PBSA to the left. The activation of the arches would improve the environment. The setting of Renold would remain legible and understood. The architecture would be high quality and the tones and textures would add to the character of this area.

View 17 is on Ardwick Green South at Hamsell Road. A dual carriageway and pedestrian island is prominent with a three storey brick building on the left and Ardwick Green Park on the right, which is Grade II listed, Portland Stone war memorial, evident to the right. Ardwick Drill Hall (Grade II) is central to the mid distance, but partially screened by vegetation. Rising above the drill hall, is the red brick chimney of the adjacent building.

Given the listed assets in the view, it has a medium townscape value and sensitivity to change.



Viewpoint 17) Ardwick Green South (existing left); proposed (cumulative) (right)

The upper storeys of Phase B would be visible above the Ardwick Drill Hall. Magnitude of change is negligible as it will be seen through a canopy of mature trees. Phase A would not be visible.

View 18 is the outlook from homes in Brunswick on Lockton Close. In the foreground is the gable end of a typical two storey home, separated from the A6 by a grass verge and trees. Mancunian Way establishes a distinct horizontal element. The most prominent buildings are the university's Maths & Social Sciences building and the iQ PBSA. To the left is the Marriott hotel with Ferranti and the Mill partially visible through trees.

Although the view has low townscape value, it is a sensitive for residents.



Viewpoint 18) Lockton Close (existing left); proposed (cumulative) (right)

Building 2 becomes dominant beyond the Mancunian Way. Trees in the foreground partially filter it, becoming more effective in summer. A small section of Phase A is

partially visible but the majority is hidden by the Maths and Social Sciences building. Given the distance between the site and the homes, would be no unduly harmful impacts on the view.

This large and significant proposal would be visible in many views. The scale would complement the SRF context and IQ PBSA building. The quality of the architecture is evident in many of the views which would have a positive addition of the townscape. It would also be acceptable on London Road which is a key radial route. The improved public realm and connections would enhance the sites appearance.

Its height would impact on these views and the local context. In many instances, particularly from the University Campus itself and along London Road and Piccadilly Train Station, the proposal would be seen in the same context as designated heritage assets. This would not affect the significance of the listed buildings or conservation area as a whole, which would remain legible and understood.

The loss of non-designated heritage assets would alter numerous views to varying degrees along with understanding layout, legibility and context of the former UMIST Campus. The alteration to the Hollaway Wall, both through its physical alteration and the alteration of its setting, would be significant and harm would be caused.

Any harm that does occur to the heritage assets would be low level and outweighed by the substantial regeneration benefits that would be delivered. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The proposal would impact, both in terms of setting and direct fabric impacts, on both designated and non designated heritage assets (NDHAs).

The Hollaway Wall (Grade II) and the Manchester South Junction and Altrincham Railway Viaduct (Grade II) are directly affected by the proposal and there are accompanying listed building consent to this application in relation to modifications and works. The details are considered in this report.

The following NDHAs are directly affected by the proposal: Barnes Wallis and Wright Robinson; Butterfly Stairs; Morton Laboratory; and Manchester Meeting Place (Staff House). The Moffat Building is in the site but not considered to be a non designated heritage asset but it is physically connected to the Hollaway Wall.

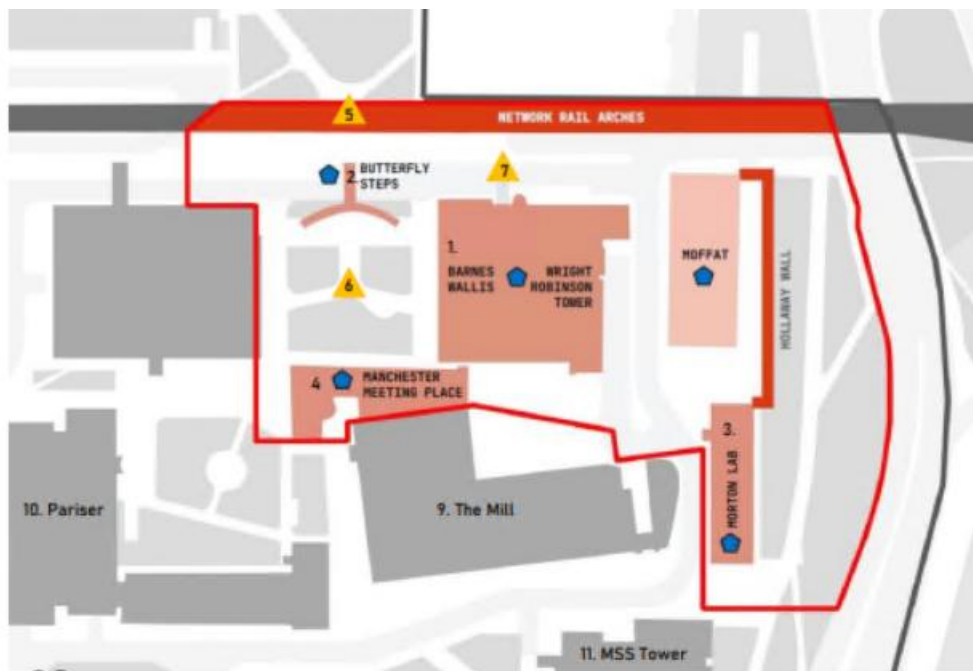
Certificates of Immunity (COI) were granted to these buildings in October 2024 as they do not retain sufficient architectural and historic interest to warrant listing.

There are four pieces of public art which are in Plot C which are also non-designated heritage assets, including Archimedes statue, Havelock mill structure, Generations of Possibilities (Magnet) and UMIST Cube.

The following listed buildings and NDHAs which are in the setting of the site, have also been considered: Renold Building (Grade II), the Institute of Science and Technology (University of Manchester) (Grade II), Train Shed and Undercroft at

Manchester Piccadilly Station (Grade II), Former Goods Offices to Manchester Piccadilly Station (Grade II), Police and Fire Station (Grade II*), Star and Garter Public House (Grade II) and Ardwick Drill Hall (Grade II). The NDHAs are The Mill, Pariser and MSS Tower.

The Whitworth Street conservation area runs parallel to the site to the north with plot C partially falling in its boundary. The impact on the setting of the conservation area has been considered.



Listed buildings shaded red, Non-designated heritage assets shaded dark pink (all covered by Certificate of Immunity, denoted by blue pentagon), Moffat building is not considered to be an NDHA. (shaded light pink) and Public art pieces identified by yellow stars

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas. A heritage assessment has considered the impact of the proposal on the historic environment as required by the NPPF.

Alongside the heritage appraisal, the applicant undertook an extensive optioneering exercise to determine the extent of any reuse, retention (partial) and extent removal of the existing structures as part of determining the extent of heritage harm whilst delivering upon the project brief and SRF objectives.

In brief, the study considered a number of facts to help inform the assessment as follows: Embodied and operational carbon; Historical or architectural significance; Building condition, including its structure, fabric and internal accommodation; Feasibility of re-purposing buildings for viable long-term uses, prioritising commercial

use in response to the project brief; Relationship to other place-making priorities; Ability to support the critical mass and flexibility of floorspace needed to make Sister a successful innovation district.

This study indicated that the retention of the NDHA buildings without modification would not deliver the floorspace needed meet the objections of the Innovation District as set out in the SRF.

Two options were considered in further detail. Firstly, to integrate the assets into a series of partial retention/new building option; and secondly an entirely new build option. It concluded that all NDHAs and lower value buildings had to be removed to deliver the SRF objectives acknowledging that this would cause heritage harm. The Hollaway Wall and the Viaduct arches; could be successfully integrated into the proposal (with modification).

The impact on historic fabric, including the loss of the NDHAs and modifications of the listed buildings, and the impacts on the setting of the designated and NDHAs is assessed below. This includes an assessment on the impacts in key views.

As directed by para 212 of the NPPF, when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to its conservation. Any proposals should therefore seek to avoid or minimise any harm which might diminish the value of the asset and its significance.

Direct Impact on historic fabric

The direct impacts on heritage, including the loss and alteration of fabric, are as follows:

- Demolition of the Moffat Building, Morton Library, Barnes Wallis/Wright Robinson building and staff house;
- Demolition of the Butterfly Stair (with potential for demolished elements to be worked into the landscaping scheme);
- Relocation of public art;
- Alterations/interventions to the Hollaway Wall (Grade II); and
- Alterations/interventions to the Manchester and Altrincham Railway Viaduct (Grade II).

Demolition of Non designated heritage assets

It is acknowledged that these are a unique collection of buildings at the UMIST campus which celebrate modernist architecture. As a group, they form a legible environment and way of understanding the former University Campus along with the Grade II Listed Renold Building. The architectural and historical significance of the buildings is therefore high.

The Council, however, accepts that the applicant has carefully considered whether these buildings can be retained and reused. When balanced against the objectives of the SRF, it would simply not deliver the outcomes that are required to deliver this significant employment opportunity.

It is agreed and acknowledged that the total loss of the NDHAs would causes a high degree of harm to the significance of the buildings. There is no statutory test with regards to NDHAs but the NPPF does direct that a balanced judgement is required having regard to the scale of any harm or loss and the significance of the asset.

Demolition of the Butterfly stairs

The Butterfly Stairs has high significance alongside the other modernist buildings giving it group value and high historical and architectural interest.

Options to incorporate the stairs into the final landscaping scheme have been considered but the levels are challenging and in order to create a usable and accessible route in Sister Square from Altrincham Street, it is proposed to remove them. The applicant would explore options to incorporate remnants of the stair into the final landscaping scheme.

The total loss of the staircase would causes a high degree of harm to its significance. There is no statutory test to assess the implications of this and a balanced judgement is required to determine if the loss is acceptable.

Relocation of Public Art

A review has been undertaken of all the art work affected by the proposal to understand their significance, condition and options for relocation.

The Havelock Mill structure and the Generation of Possibilities magnet would be temporarily removed and relocated in the site and integrated into the new landscaping scheme to the west of London Road, close to Hollaway Wall.

The Archimedes Sculpture would remain in situ. When phase B is implemented it would need protection but would be retained in its current position. Each piece of art work would be repaired and conserved as necessary.

The removal and relocation of the Havelock Mill and Generation of Possibilities would result in a low degree of harm to their significance. However, the setting of the art work would be highly modified and their setting would be lost should demolition of the NDHAs be granted. They could be relocated to a new context where the art can be understood in a benefiting context. The relocation of the artwork would cause a low degree of harm to their significance.

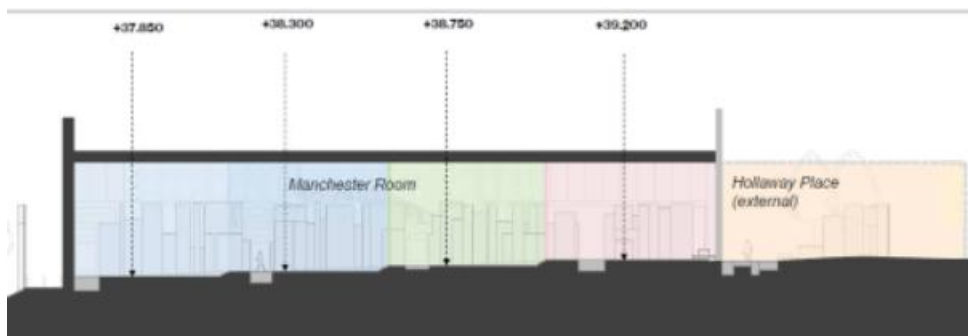
Alterations/interventions to the Hollaway Wall (Grade II)

The interventions to the wall have followed a detailed optioneering process, and an intrusive structural appraisal.

The proposal would integrate part of a modified listed wall into the Manchester Room on ground floor of building C2. The timber gate in the north of the wall would be retained in-situ in a fixed open position. The north and southern returns of the wall would remain external, with the central portion enclosed in C2. The levels in the

Manchester Room would respond to the external topography around the wall, to create an internal topography that allows interaction with the wall and creates a distinction between spaces/uses.

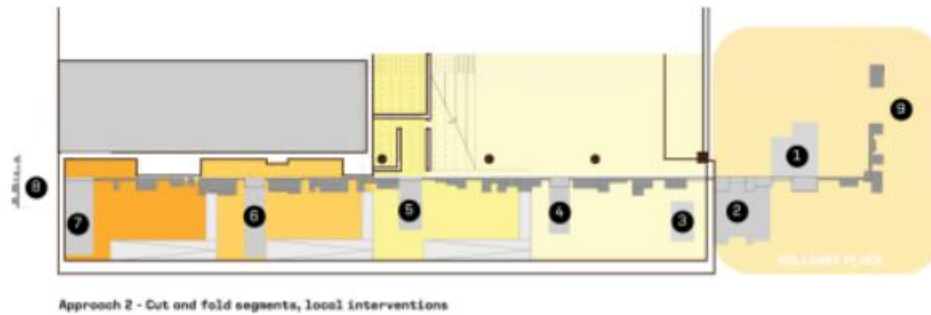
To achieve this, a series of 'cuts' and 'folds' would be made to five locations of the wall. In these areas, sections of the concrete panels would be folded and integrated into the new landscaping and public realm space around building C2. The southern return of the wall would be relocated further west, retaining its function as a retaining wall around the new servicing tunnel and would remain accessible and viewed by the public. Sections of the north and south of the wall would be removed to facilitate the new buildings substructure.



Modifications to the wall

The rationale for the interventions to the wall are:

1. In Hollaway Place, two segments fold west and sit above ground level, improving pedestrian visibility to building entrances, easing the transition from vertical to horizontal pieces of the wall and enabling three trees to be retained.
2. The segments adjacent to the building are folded east and set flush with the ground to improve visibility and provide level access towards building entrance
3. The wall segment interfacing with the building footprint is cut, folded and placed above ground level in the Manchester Room. The wall's foundations local to the facade need to be removed to allow the introduction of new structure supporting the facade
4. To 7. Carefully selected segments of the wall are folded flush with the floor to allow people to pass through the wall to access a range of curated community focused spaces around the wall. A services crossover point is formed through the wall below ground at segment 6.
8. The southern return of the wall is moved south and west into Mill Lane to allow entry to the service tunnel and support of the new facade Its location has been carefully considered to retain the legibility of the wall as a whole when approaching from the south Its retaining function is reintroduced, managing the level change between London Road and Mill Lane and making it more accessible to the public
9. The existing gate is retained in situ and propped open.



Sections to be cut and folded

A structural report indicates that there is some minor degradation of the wall including spalling of its concrete surface, exposure to graffiti paint and surface damage and rusting from unsuitable fixtures and fittings. Repairs and cleaning are required.

Consideration has also been given to the effects of encapsulating the structure in the building including walking over the folded elements. It concludes that there would be no harmful effects from being enclosed in the building which would help to minimise environmental damage and provide a more stable environment.

The wall would continue to be self supporting in terms of vertical and lateral load and would be independent of building C2. There would also be no overriding concerns from walking on the concrete albeit there could be some wear and tear.

On balance it could be argued, the alterations to the wall do not give rise to substantial effects as the original fabric would remain legible and in-situ. In addition, the cut and folded sections would remain legible and understood in the landscaping and Manchester Room, although in a highly altered form. There are potential effects from the weathering of the folded section, although protective measures would be put in place to minimise this. These effects are not considered substantial.

It is considered that the alterations to the wall would cause a high level of less than substantial harm. The wall's significance is derived from it being a 'barrier'. An adverse impact would occur from the sections of it being cut and folded. Whilst the wall would remain largely in the same position, the creation of the 'gaps' would reduce its impact and appearance as a complete structure which would diminish the appreciation of it against its original function. The alterations would also diminish its integrity as a sculptural piece of art.

Alteration to the setting of the Hollaway Wall

When the proposal is being constructed, the wall would be protected with hoarding and would therefore not be visible to the public for the duration of the construction. This would restrict the appreciation of the wall.

When construction is complete and the development is operational, the setting of the wall would also be highly altered through the loss of the NDHAs, which as a collective have architectural and historical group value. The wall would be set in a new landscaped setting known as Hollaway Place, but the significant trees and landscaping buffer to London Road would be retained.

The group value that the Renold Building has with the wall would be lost by the introduction of a new building of significant scale, removing any ability to view the wall and the Renold Building.

The setting of the wall would be much altered, including its group value with other designated and non designated assets. This considerable change to the setting of the wall would be moderate adverse impacts and would result in a high level of less than substantial harm.

The demolition of the NDHAs would remove the link between the modernist former University buildings and the wall which were part of the original campus concept with the wall acting as barrier for the buildings. This group understanding would be lost along with the relationship with the Renold Building. With the setting highly altered, the walls understanding as a barrier would be reduced

Nevertheless, the wall would remain a highly visible piece of art work in the Manchester Room where it could be viewed at close range by the public. It would continue to play a role as a barrier screening the service road. The southern and northern returns would remain external with the north return providing the entrance to the SRF area. The internal and external setting to the wall allows its historical significance to be appreciated with a visual connection to London Road.

Alterations/Interventions to the Manchester and Altrincham Railway Viaduct (Grade II)

The viaduct arches would be opened up and re-purposed, with new shop fronts, to create functional spaces for shops and cafes and re-vitalise Altrincham Street. Currently, the arches are either open or contain mid 20th century infills. An original 19th Century infill to the arch closest to London Road would be lost. Internal free standing mezzanine structures would be provided which would not impact on the internal fabric of the viaduct arch.

The interventions would be some minor adverse impact including some loss of original fabric. This would result in a low level of less than substantial harm.

Impact on the setting of listed buildings and the conservation area

Consideration has been given to the impact of the proposal on the setting of listed buildings, other listed buildings in the surrounding area, and conservation area. The heritage statement has assessed 12 of the 18 views in the Townscape Assessment to understand the visual impact on heritage assets.

Viewpoints 6, 11 and 19 are focused on the Grade II Hollaway Wall and allow an understanding of it from London Road. The wall currently performs its designated function as a barrier to the cohesive group of modernist buildings.

Viewpoints 8, 15 and 12 are in the campus and allow an appreciation of the modernist buildings. The Renold Building (Grade II) encloses the open space to the west and together these buildings form a distinctive group of modernist architecture

conveying considerable group value. The blank elevation of Jackson Street mill and the top of the MSS tower form a backdrop. View 15 provides more expansive views of the campus including the listed arches and conservation area and Renold building podium. Sucken views from are evident from View 12 including views of the Staff House and Barnes Wallis.

Viewpoints 6, 8, 11 12, 15 and 19 would be much altered following demolition resulting in considerable change to townscape character. The setting of the Renold Building remains legible and understood, but the group relationship with the wall would be lost resulting in a high level of harm.

View 6 highlights the improved public realm and the listed Viaduct Arches including improved visibility around the listed assets. This improves the setting of the listed arches and conservation area from enhancements around London Road and Altrincham Street.

The southern end of the Wall remains evident external but other sections are cut and folded into the landscape to form a new gateway to the building. The wall as a piece of art, remains legible in the Manchester Room. There would be public access to the but the setting of the wall would be much altered from the enclosure and the other alterations which create gaps..

As the majority of the much altered Wall would remain in situ, there would be a high level of less than substantial harm to its setting. There would be a low level harm to the setting of the listed viaduct arches primarily from the loss of the earlier 19th century façade to one of the arches. The other improvements to the arches would have a neutral to beneficial impact on the setting of the listed buildings and the wider conservation area.

The extensive loss of the non designated heritage assets would result in a high degree of harm. Whilst the loss of these buildings as NDHAs are not subject to the same tests, their demolition would incur harm to the built environment and to the setting of the designated assets including the Hollaway Wall. The loss of these buildings is therefore considered to incur a high level of less than substantial harm to the setting of the wall.

Viewpoints 3, 4 and 13 are from the surrounding townscape and examine the change of development and the impact of it on the setting of the heritage assets. .

Views 3 and 4 from Piccadilly station illustrate the immediate setting of the listed station and goods office (Grade II) and London Road Fire Station (Grade II*). The urban grain is a mix of historic and modern buildings.

View 13 from Vimto Gardens where the listed Viaduct is a striking element and the boundary of the Whitworth conservation area. The gardens form part of the setting to the Science and Technology building (Grade II).

The proposal would be a prominent feature. The impact of building C2 on London Road is evident in view 3, where the sawtooth roof line can be seen. The filling of the gap above the Grade II* listed fire station has some adverse effect on its setting.

However, the dark tone of building C2 would provide a contrast with the materials of the fire station. The fire station context has been much altered over the years, and its highly decorative façade remains robust and legible. The proposal would inevitably be a dominant addition to the composition and there would be a minor adverse impact on the fire station.

In view 4, building 2 would be visible from Fairfield St but would not form an overtly dominant addition. The viaduct would screen its base and help to segregate it. Building C2 would be visible from the Station (Grade II) but it would not compete with or prevent an understanding of the station's significance. The impact on the grade II listed undercroft and separately listed goods office (Grade II) would be neutral.

The visual effect on the conservation area from Vimto Gardens is minimised by the viaduct which provides some screening from view from the conservation area. The trees in the garden provides a degree of natural screening.

The view of Barnes Wallis would be lost which was previously appreciated alongside the Renold Building. The scale and form of the proposal would emulate the character and form of the former building with its scale allowing a cohesive setting to be created alongside the Renold Building. The loss of the NDHA would, overall, result in an adverse impact to the setting of the Renold building.

The impact on the conservation area is varied. Overall there would be a negligible/neutral impact on the conservation area. The reactivation of the arches along Altrincham Street would have a positive impact on the conservation area.

The effect on the Grade II Science and Technology Building (Sackville Building) would be given distance from the proposal would ensure its setting remains legible and understood.

Viewpoints 2, 5 and 17 are prominent positions in the Whitworth Street conservation area. View 2 is from Chorlton Street and view 5 in Sackville Gardens. Both are terminated by the Sackville Building which is a highly significant feature in the conservation area. View 17 is from Ardwick Green and allows for the impact on the Grade II Ardwick Drill Hall to be evaluated.

The impact on the setting of the Sackville Building would be neutral. It would remain legible and understood and remain the dominant feature with the proposal being barely perceptible.

The roofline of building would encroach above the roofline of the Drill Hall but would not prevent the setting and significance of it being legible and understood. The impact would be neutral.

The scale of the impact on the significance of heritage assets would vary as follows:

- Hollaway Wall – high level of less than substantial harm both directly to the structure and to the alteration of its setting;

- Manchester and Altrincham Railway Viaduct – low level of less than substantial harm both directly to the structure and to the alteration of its setting;
- NDHA – high degree of harm to the significance of the buildings;
- Public art – low degree of harm to the significance of the structures;
- Whitworth Street conservation – low level of less than substantial harm;
- Setting of nearby listed buildings - low level of less than substantial harm.

As directed by paragraph 215 of the NPPF, where a proposal would lead to less than substantial harm to the significance of a designated heritage asset, it should be weighed against the public benefits of the proposal.

The NPPF goes on to state that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset (Para 216).

In respect of the designated assets, it is necessary to consider whether the required public benefits outweigh the level of harm identified in each case. A more balanced judgement should be taken within regards to the loss of the non designated assets.

Historic England and Twentieth Century Society objections

Both Historic England and the Twentieth Century Society object to the alteration and modification to the Hollaway Wall.

Historic England have made no representation in respect of the planning application to redevelop the site and have made no objections on heritage grounds to the reuse and activation of the Viaduct Arches and welcome those elements.

Historic England have concerns about the enclosure of, and the removal of sections of, the Hollaway Wall. Enclosing the majority of the wall, removing 10 concrete panels, and relocating two others, would harm its significance. They welcome the plans to conserve and clean the wall and enhance its current setting.

They contend that removal of sections would disrupt its rhythm and harm its artistic value. Having been conceived as a solid barrier; a function which is reinforced by its blocky and robust construction and appearance, removal of sections would diminish its legibility as a functioning structure and as a piece of art, and the level of resulting harm to its significance would be very high.

They also believe removal of a continuous run and removal of sections at its northern end would particularly harm its significance. The gap between the external corner piece of the wall and the main part inside the building would be too great to enable an understanding of it as a continuous piece.

The Twentieth Century Society object to the alteration to the wall and consider that the wall must be read as a coherent sculpture, the strength of which is derived from its length and scale. The act of folding and flattening areas of of it is highly

destructive. This would result in a high loss of the significance by altering its monumentality and dissolving its clear demarcation of the boundary of UMIST.

The partial enclosure of it would result in a high loss of significance for the same reason with the wall intended to be external. The partial encapsulation would harm its heritage significance, by altering the environment in which it sits, and for which it was designed, and by leading to uneven weathering due to the partial enclosure of the wall and the partial 'folding' of the wall segments.

While the Society would rather that the wall remains outside, they accept the principle of enclosing the wall in a new building, on the understanding that the room is fully publicly accessible. However, this would be on the condition that the wall is fully enclosed, rather than partially as currently proposed. This is to allow the structure to remain legible as a complete and continuous work.

A summary of comments of Historic England and the Twentieth Century Society are set out in full earlier in this report.

Assessment of Heritage Impact

Paragraph 212 of the NPPF directs that 'when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm. There are a number of assets affected by this development with varying degrees of harm arising.

There would be a high degree of harm as a result of the loss of the NDHAs. There would be a low degree of harm as a result of the relocation of the artwork.

It is broadly agreed that there would be a high level of less than substantial harm to the Hollaway Wall, in terms of direct impact on its fabric and its setting. The Twentieth Century Society consider the level of harm to be substantial.

There would also be a low level of less than substantial harm to the setting of the conservation area, listed buildings and alterations to the fabric and setting of the listed arches.

A visual impact assessment demonstrates that the proposal would create a highly altered site and create a prominent building in the townscape. This is clearly evident in views 6, 8, 11, 12, 15 and 19.

The NDHAs were not judged to be worthy of listed status and are the subject of certificates of immunity. Whilst they clearly form a collection of modernist architecture, and as a group form a coherent built environment, they do not meet the criteria to be designated assets. The applicant has assessed whether they can be incorporated into the proposal, but it would not be possible to deliver the significant regeneration outcomes required. Nevertheless, the loss of the building would diminish their significance as modernist educational buildings.

The artwork would be repaired and retained with two pieces relocated. The retention of the art work at the Sister site is welcomed but the loss of the original context and relocation would result in a low level of harm.

There would be a low level of harm to the fabric and setting of the arches from the removal of original fabric and modern interventions and alterations to the setting. HE welcome the activation of the arches and improvements to the setting.

There is also a low level of less than substantial harm to the setting of nearby listed buildings and the conservation area, as a result of the buildings prominence.

The partial enclosure of the Hollaway Wall and the cut and folding of sections of it and relocation of sections at the southern end would fundamentally alter the way it is experienced and understood. This would harm the significance of the listed wall as a monolithic barrier and a piece of art and the harm is at the higher end of the scale.

HE and the Twentieth Century society agree that there is no clear and convincing justification for the harm to the wall. They have differing views on enclosing the wall. HE believe that enclosing the wall would physically and visual sever the link and alter its relationship which would be harmful to its significance whilst the Twentieth Century Society, if the harm to the wall cannot be avoided, have expressed a preference for full enclosure.

The modification and enclosure of the wall has resulted from a detailed optioneering process which is set out in the submission. Solutions that minimised the heritage harm to the wall whilst delivering upon the critical mass of commercial floorspace and placing making objective were considered.

An assessment of the walls structural integrity has been carried out. The list description refers to it being of pre-fabricated panels but it is cast in situ as one piece.

Relocating the wall would be technically challenging as it is a piled structure rather than pre-fabricated. Moving it would present a high-risk of substantial and irreparable damage. This would move it entirely from its original setting and context, causing harm in heritage terms. This option could give rise to impacts that would result in substantial harm to it.

Moving the Wall towards London Road and having the new build against it would not derive the public benefits of knitting Sister back into the city centre urban fabric as it would impinge on east-west connections and affect placemaking objectives. This would also result in the loss of mature trees. If the Wall was relocated southwards or south-eastwards it would not be possible to deliver the servicing tunnel, which would also not derive the benefits and placemaking objectives of Sister ie utilising level changes to introduce a concealed service tunnel, out of sight of the public realm, so deliveries and servicing is limited to the periphery of the Sister area.

The full enclosure of the wall would undermine key place making principles such as the successful delivery of Hollaway Place, a new arrival into Sister and further tree removal. There would be conflicts with structural columns and wall foundations. The

partial enclosure of the wall allows for a range of public benefits associated with the proposal whilst minimising harm to the asset.

The optioneering process concluded that the constraints imposed by the wall fundamentally limited the place making abilities the creation of connections. This could not be achieved without modifications

The SRF identifies the important role this area plays in connecting Mayfield and Sister, that should drive significant transformational regeneration and transform London Road from a car-dominated road into a pedestrian-friendly environment.

It is important therefore that this scheme helps to addresses the physical and psychological barrier of the wall to deliver the broader strategic objectives. The proposal would strike a balance between retaining the wall in its original position and carefully folding down and enclosing sections of it to deliver all the project objectives to including allowing more suitable public access to the wall. The folded down sections of the wall could be reinstated in future should that be desired which would reinstate the current appearance of the wall.

Paragraph 215 of the NPPF requires it is necessary to ensure that the harm caused to designated assets is outweighed by the public benefits that a proposal would deliver. Public benefits should be considered in light of para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental. Guidance is also provided in the PPG.

In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset (Paragraph 216 of the NPPF).

This would be a significant economic development and as directed by Section 6 of the NPPF, significant weight should be placed on the need to support economic growth and productivity.

This proposal would deliver the strategic objectives of the SRF, including the redevelopment of a brownfield site in a highly sustainable city centre location. It would be the first phase of a new commercial innovation hub and act as a catalyst for further growth in the region. 72,928 sqm of office space would be created, which is essential if Manchester and the city region is to remain competitive. Flexible and shared workspaces would focus on research and innovation. 1690 jobs could be created when the proposal is operational.

This would be a landmark building. The architecture and use of materials would meet the required standard for design of a tall building in Manchester when measures against policy EN2.

The proposal would be innovative and place shaping and connect people and places. This is a key component of the SRF and the proposal would deliver high quality public spaces including Sister Square and an enhanced Altrincham Street. Plot C is the entry to Sister and the Corridor from Piccadilly Station and would act as a catalyst for future development in the SRF and support the objectives of Corridor Manchester.

A Local Labour Strategy would promote employment and skills enhancement opportunities for local people through training and work experience. The applicant would work with the Council's work and skills team to build partnerships between education and employers through construction and operation.

This proposal would be highly sustainable with sustainable technologies incorporating to reduce its environmental impact. The landscaping would improve biodiversity including measures to manage water. The proposal would be accessible to all users, including those with mobility impairments.

The re-activation and reuse of the listed arches, and the repair and improved public access to the Hollaway Wall as part of the Manchester Room a 860 sqm community space would deliver heritage benefits.

There would be harm to heritage which would vary for each designated and NDHA. The alteration to the fabric and setting of the Hollaway Wall), would result in a high level of less than substantial harm, which is a very high test. There would also be a high degree of harm to the significance of the NDHAs which would be lost as part of the proposal. The harm to the remaining designated assets is at the lower end of less than substantial harm.

Where a high level of less than substantial harm cannot be avoided, it should be mitigated or minimised. It also requires clear and convincing justification to overcome the great weight attached to preserving heritage assets. Historic England and the Twentieth Century Society do not consider this harm has been clearly or convincingly justified as set out above.

This proposal would cause instances of a high level of harm. It would also deliver significant economic, social and environmental benefits in a key regeneration area as set out in detail above.

It is therefore necessary to consider whether these public benefits outweigh the harm to the designated heritage assets. This is a balanced judgement as the impacts on the historic environment are high as are the public benefits.

Having considered all of these matters carefully, officers believe that these public benefits would outweigh the high level of harm that would occur to the designated assets. In the case of the NDHAs, there is sufficient benefit comparable to the harm.

On balance, therefore, it is considered, that, notwithstanding the very considerable weight that must be given to preserving the setting of the listed buildings and the conservation area as required by virtue of S16, S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 215 and 216 of the NPPF.

Impact on Archaeology

An archaeology assessment indicates that there are below ground archaeological remains associated with former Temple Street Mill, the London Road Iron Works and tracts of back-to-back workers' housing. There is evidence of remaining archaeology which should be investigated and recorded prior to any further works.

GMAAS concurs with these conclusions and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place. This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Tall Buildings Statement

The proposal would be tall in its context and should be assessed against policies and guidance specifically aimed at tall buildings including the most recent Historic England Advice Note 'Tall buildings' (March 2022) and Core Strategy Policy EN2.

The Note recognises the contribution that tall buildings can make to the skylines, image, character and identity of places and Core Strategy Policy EN2 recognises the contribution that tall buildings can make to sustainability and regeneration objectives.

However, tall buildings that are in the wrong place or poorly designed can seriously harm the qualities that people value about a place. A key objective has been to minimise the negative impacts of development, and to maximise its benefits in order to deliver upon the objectives of the ID Manchester SRF (2023).

Proposals for tall buildings are 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 bring significant regeneration benefits.

The proposal complies with this policy. It would meet the required standard to be considered to be of excellent quality. This use of materials, activation of ground floor uses and place making all make this an exemplary, proposal in part of the city centre where developments of scale are envisaged.

The SRF envisaged a building of scale at the site and whilst the SRF is not specific about what this scale would be, the proposal has been tested against EN2, and other policies in the development plan, and it would meet the tests of this policy and the development plan as a whole.

The proposal exceeds current environmental standards and would seek to uplift biodiversity through place making and landscaping. Streets would be activated through the introduction of new uses with tree planting.

The regeneration benefits of the scheme would be significant and are documented in detail in this report. This includes delivering a significant portion of the commercial floorspace required to ensure the city centre remains competitive and drives wider

economic growth in the region, job creation during construction and when the development is operational plus significant areas of place making and public realm.

Building Design Quality

The siting responds to and defines the network of routes and spaces that would be created or enhanced by the proposal.

The building footprints are offset in plan, creating a large arrival space and giving each building greater presence. Building entrances are on routes and desire lines through the SRF area. The siting of building 2 would incorporate the Hollaway Wall.

A new vehicle route from London Road to the south-east of building 2 provides access to drop-off spaces and servicing. Fire tender access is provided along Altrincham Street and at each end of the building. The cycle hubs are accessed centrally on the south elevation.

Active frontages have been created around the perimeter of the buildings with the community space on London Road. Flexible food and beverage and hospitality uses are proposed on Sister Square. Flexible commercial units run along Altrincham Street and in the viaduct arches, as well as on Mill Lane.

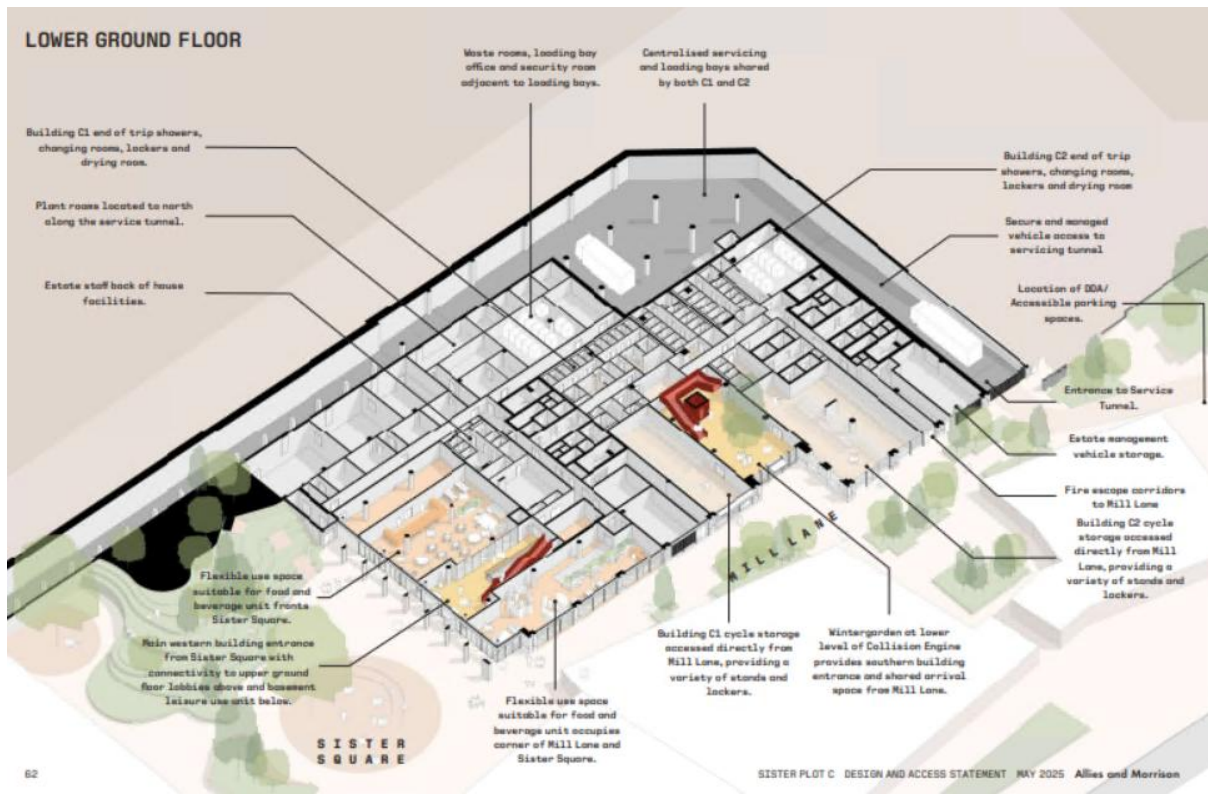
The siting and layout provides activity on all the key frontages with a space off London Road from Piccadilly. The activation of routes, and the position of the buildings would create a development with presence.



Key Spaces and siting of buildings C1 and C2

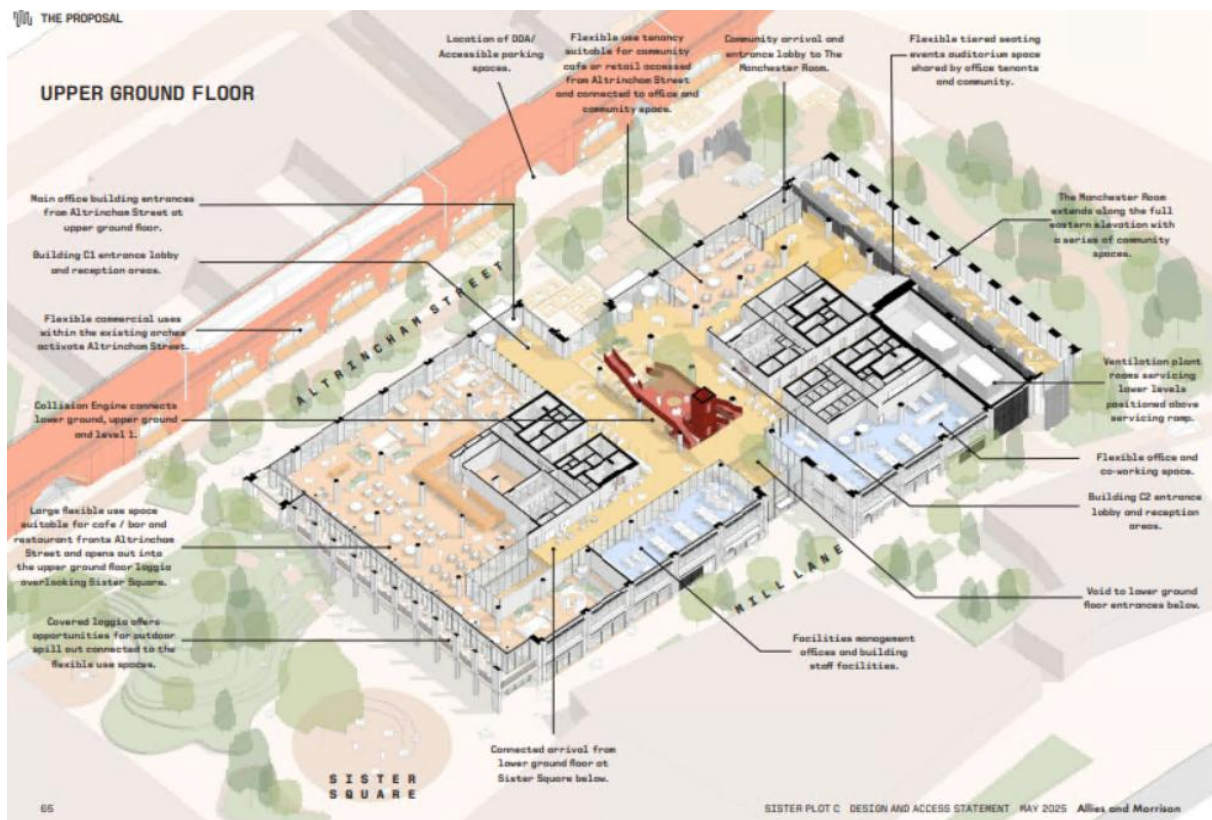
The site levels are complex but it provides an opportunity to create an upper ground level set at Altrincham Street and a lower ground level set at Mill Lane.

At the lower ground floor, the main entrance to building 1 is on Sister Square. This connects to the basement leisure use and up to the central lobby space between the buildings. Dedicated cyclist entrances and cycle stores are proposed here.



Lower Ground Floor layout

The upper ground floor accommodates front of house areas for the offices, community uses and retail, cafés and restaurants all connected to central lobby space which would be the main space connecting the buildings. Main office entrances would be on Altrincham Street.

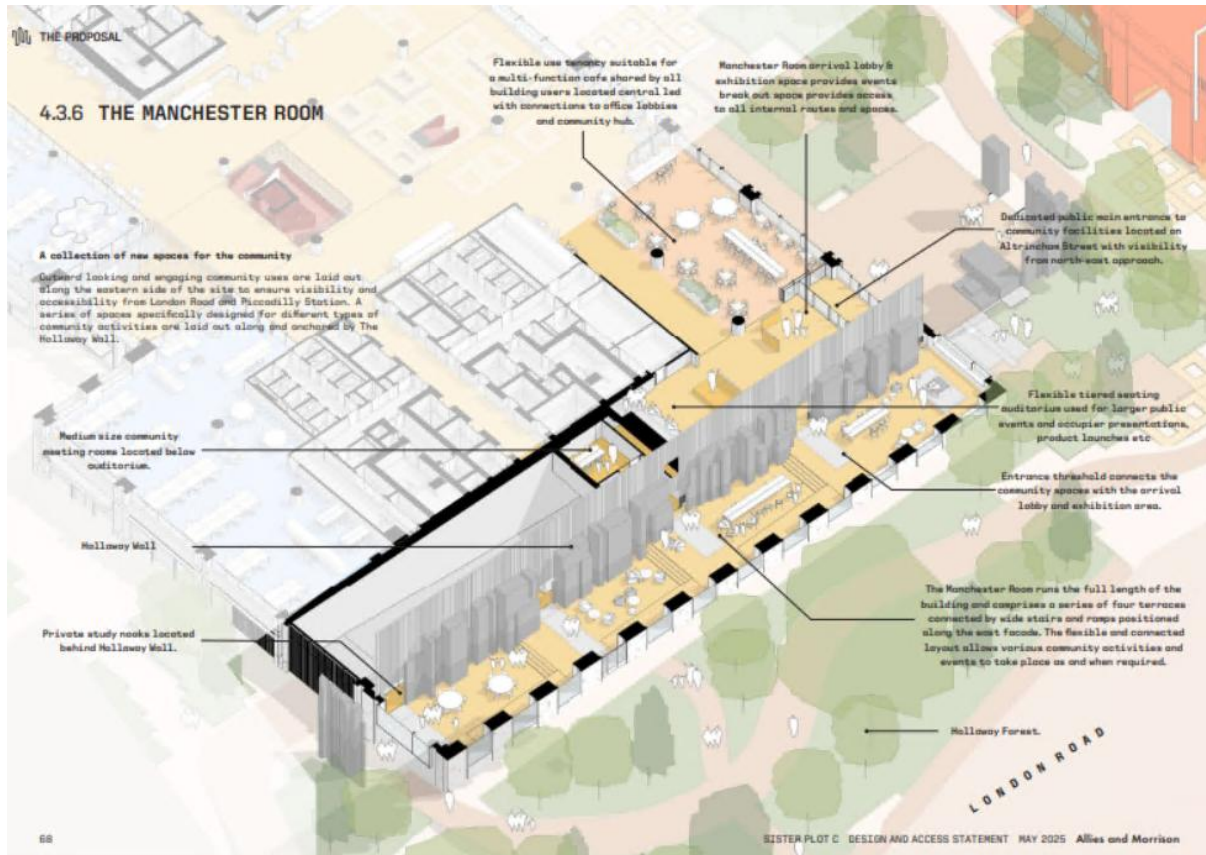


Upper Ground Floor Layout



Main lobby space known at the 'Collision Engine'

A separate public entrance at the north of building C2 building provides access to the Manchester Room: a special double / triple height volume that extends the full extent of the prominent eastern elevation, activating landscape buffer and London Road.



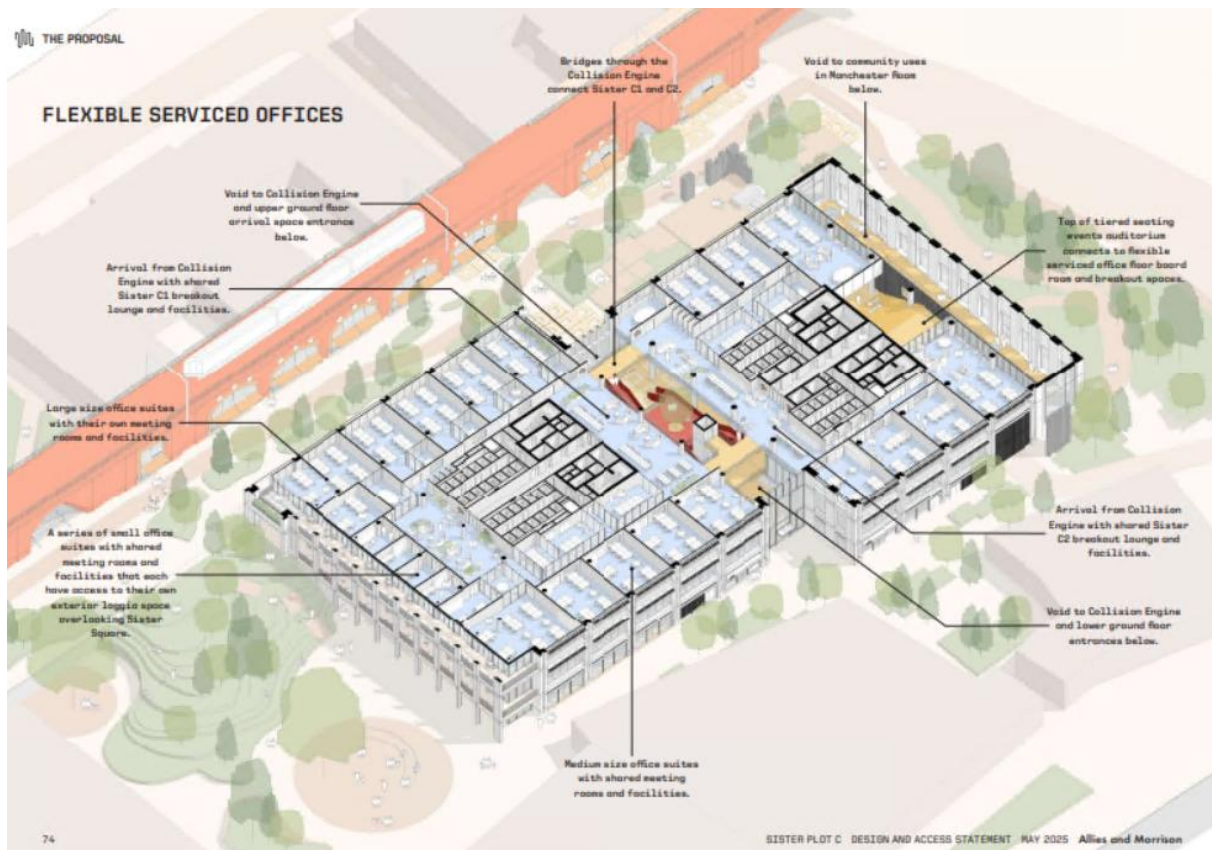
The Manchester Room

This room would incorporate the Holloway Wall in a community space. Whilst the merits of the alteration of the wall are considered elsewhere within this report, the wall would become the central feature in this space allowing the general public to fully appreciate it.



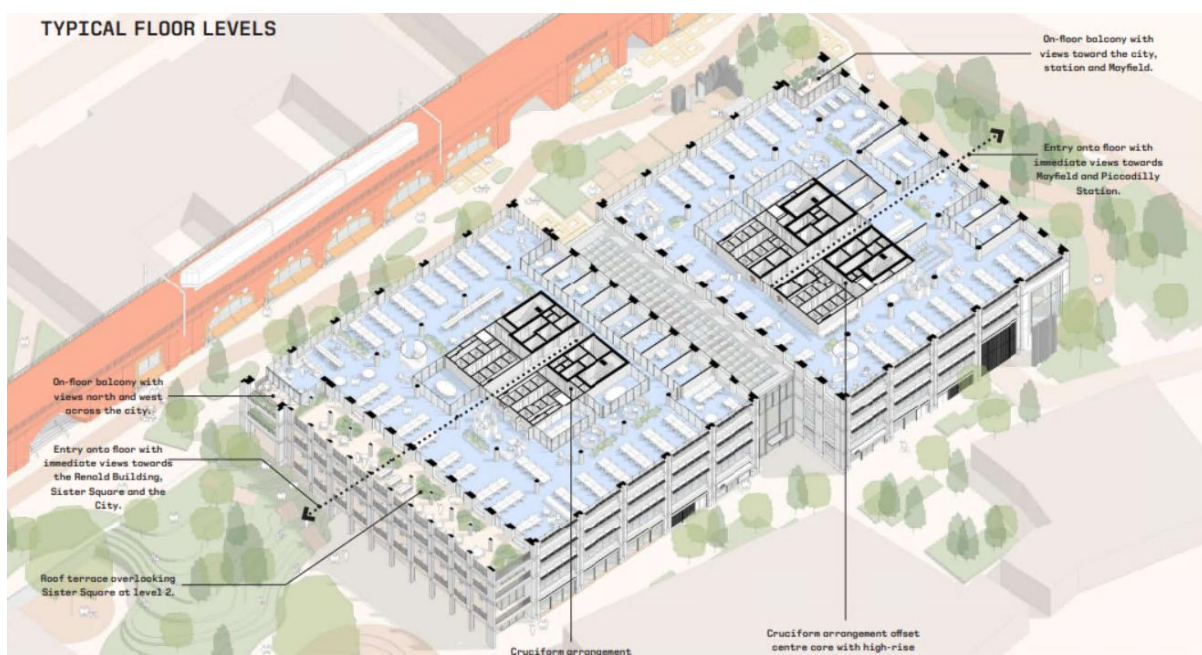
Image of the incorporated Holloway Wall within the Manchester Room

Both buildings have been designed to accommodate serviced office suites at level 1, to allow for a blend of flexible office sizes to be created. All offices have windows that maximise natural light and are energy efficient. Amenities include lounge seating areas, booth seating, meeting rooms and private phone booths.



Flexible office space at Level 1

Both buildings have been designed to allow letting of a range of unit sizes. Each floorplate has been designed to be occupied by two tenancies but these can be adapted to four through further modification to the services if necessary.



Typical upper floor layout

There would be amenity terraces to each floor, covered by the floor above and therefore usable year-round.



Image of the office environment

A variety of ancillary amenity spaces would be created to support the offices. There is no defined scale in this area with a range of building types and scales. There are taller buildings on Granby Row including PBSA at 27, 21 and 16 storeys. The Sackville Building has height and stature. There are large buildings in the UMIST campus which demonstrate that buildings of height can be accommodated.

The SRF does not define a building height for Plot C. However, it does envisage a building of scale and landmark status to provide gateway to the site.

The buildings would be large and significant additions to the area. The stepped composition responds to the sites position on London Road, opposite the train station, and the requirement to respond to the more modest context in the SRF.

Building 2 at 20 storeys would provide a marker to the entrance to the SRF area from Piccadilly station and improve the gateway along London Road. The sawtooth roof would be distinctive and visible from the wider townscape.

Building 1 would be 12 storeys to respond to the landscaped setting at Sister Square. This would also be sensitive to the heritage context including the conservation area and listed buildings, including the Renold Building and Viaduct Arches.

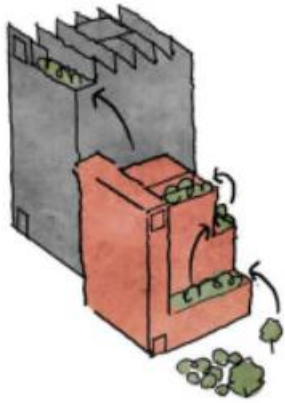


Image showing the uniform form of Building C2 and the stepped massing and lower scale of C1

The buildings appearance responds to the heritage and modern context and would create a distinctive form. Building 1 is a red brick-toned which contrasts with the white façade of the Renold Building. Building 2 would be clad in charcoal grey brick.

A variety of tones, textures and surface finishes are proposed to provide contrasting identities. Profiled surfaces provide depth, texture, and shadow with polished surfaces. Metalwork strengthens the contrasting identities of the buildings, with a further unifying tone providing shared consistency across the base of the building.

The buildings would have a base, middle and top. The base would animate the public realm with active frontages and entrances. The middle would be typical office levels and are consistent across both buildings. The tops would express amenity spaces to and create distinctive forms.

The stepped siting of buildings C1 and C2, in combination with the viaduct, defines Hollaway Place and reveals the vertical composition and proportions of buildings C1's north-eastern corner. There would be a contrast between the red brick viaduct, the dark concrete of Hollaway Wall and the materials for buildings and 2.



View from Hollaway Place including base of the C1 and C2 including Manchester Road and Viaducts

The precast piers lining the landscape buffer turn the corner grounding the tall C2 building. The texture and surfaces complement those of the listed wall.



View looking south from Hollaway Place to north elevation of The Manchester Room



Images of building C2 within Hollaway Place

The main north and south façade of the buildings C1 and C2 incorporate a splayed pre cast lintel detail. This provides the ventilation requirements of the building within a concealed position.

Solar shading elements, which are required to the south elevations, are rationalised not a 'light shelf' element which has been integrated into the aluminium glazing system. The light shelf is positioned at an optimal height for passive shading whilst providing improved views out of reflecting natural daylight inside.



Spandrel and light shelf

The roof of building C1 is set back apart from the northern facade, reinforcing the linear form of the tower on Altrincham Street. Deep terraces at roof level create depth and shadow and identify signage zones.

The setback rooftop has a frame-like arrangement of pigmented precast piers of the base and the metalwork tones of the middle. Facade openings at the terrace increase in height and width to support a range of uses and present a more open appearance. Bespoke metalwork frames on the outer face of glazed balconies ensure they are consistent with the facades.



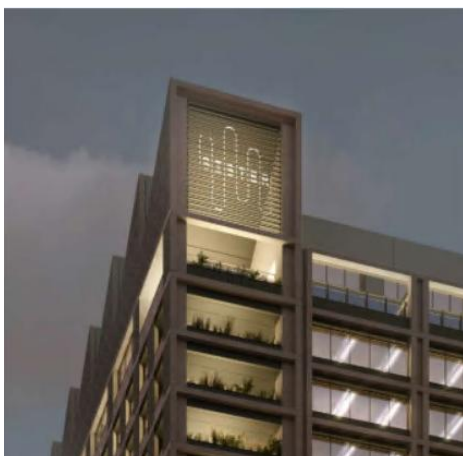
Building C1 roof

A sawtooth roof is proposed for building 2. Precast piers frame the amenity terrace and clerestory windows introduce light through the vertical faces of the sawtooth roofline, punctuating the standing seam zinc roof material.



Sawtooth roof of building C2

The linear tower of building C2 is crowned with a distinctive single sawtooth bay, completing the rooftop composition and reinforcing a key northern corner as it addresses the city.



Linear tower of building C2

Altrincham Street would be improved on both sides through new active spaces. Generous glazing proportions, set in piers, to buildings 1 and 2, would complement the new active and improved frontages of the viaduct arches.



Image of new front within the listed viaduct arches

The main façade would be set in to allow ventilation to run around the outer edges providing a discrete approach. The main glazed façade would follow the profile of the arch opening. A retractable awning would provide shade and protection.



Entrance to building C1 and C2 from Altrincham Street

This is a significant proposal. Its siting, scale and appearance would provide a distinctive form. The buildings position ensures that it responds positively to the new areas of place making at the site. The highly glazed active frontages and spill out spaces would allow people to move through the spaces. The scale of the buildings respond to their gateway position from Piccadilly train station.

The building design quality and scale meets the required standard for a prominent city centre location. Final materials should be agreed by planning condition.

Impact on Trees

28 trees would be removed with 21 Category B trees (Moderate Quality) and 7 Category C trees (Low Quality). The site's highest value tree (Category A) and the majority of the principal canopy cover along London Road would be retained subject to appropriate pruning works and protection during construction

The landscape involves extensive tree and shrub planting including 270 trees which would mitigate against those lost and add to the green infrastructure at the site in line with Policy EN9 of the Core Strategy and policies JP-G6 and JP-G7 of PfE.

Impact on Ecology

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to local ecology. No vegetation should be removed during bird nesting season. In the event that demolition and tree removal is delayed, all relevant surveys should be redone to ensure that bats or birds have not returned.

Biodiversity net gains would be secured by the National planning condition. The proposal complies with policy EN9 of the Core Strategy and would provide a biodiversity gain at the site in line with the Environment Act 2021.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The SRF identified some key principles for Plot C with regards to the desired built environment as well as addressing some of the issues with accessibility and connectivity. There is a 5 metre level difference from Altrincham Street to the current landscaped area as well as incorporating the Hollaway Wall.

Five different character areas have been defined around the new buildings. The landscape is designed as a series of attractive public spaces, well connected and with their own specific identity and character.

The character areas are as follows:

- Altrincham Street: a lush green public space stretches along the arches;
- Hollaway Place: a welcoming square with distinctive features that tell the story of the site - the arches, Hollaway Wall, recycled materials - leading towards the building's main entrances;

- Sister Square: a central event space with space for both everyday life and special events, surrounded by green slopes and edges to sit on, plus an accessible route up to Altrincham Street;
- Mill Lane: a cosy walkway in red bricks, celebrating the Manchester brick identity, with SUDs and benches along the way; and
- Landscape Buffer: a lush buffer zone towards London Road, providing good connections and nature experiences for people

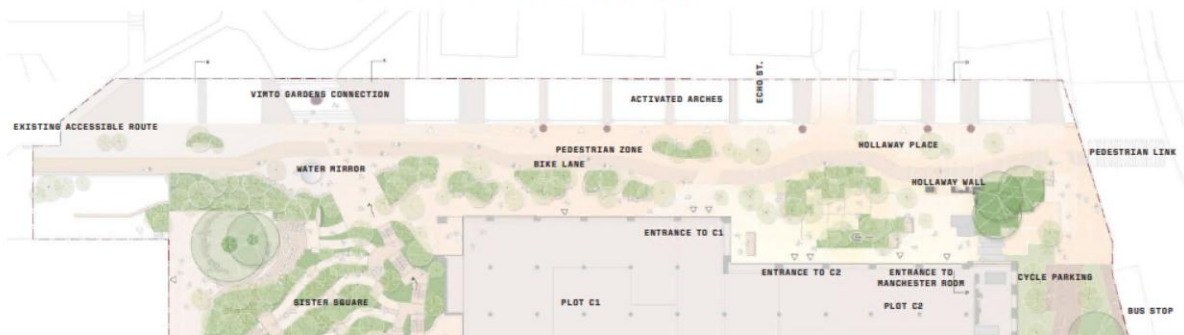
Altrincham Street

The changes to Altrincham Street would help deliver upon a key SRF objective to improve the east west pedestrian link through the SRF area. The improvements would link the Hollaway Place to Sister Square. The width of Altrincham St would be increased through the construction of the service tunnel, which improves pedestrian flow and maintains services without disrupting the street-level experience.

Mature trees would be planted to create a green link of connecting habitats. These planted areas form a series of diverse seating and spill-out spaces activating both the railway arches and the northern edge of Plot C. This would improve the setting to the listed arches.



TVIA townscape views illustrating Altrincham Street design.



Indicative images and layout of Altrincham Street

Natural stone would be used for the hard landscaping with heritage lighting which would both respond positively to the heritage environment.

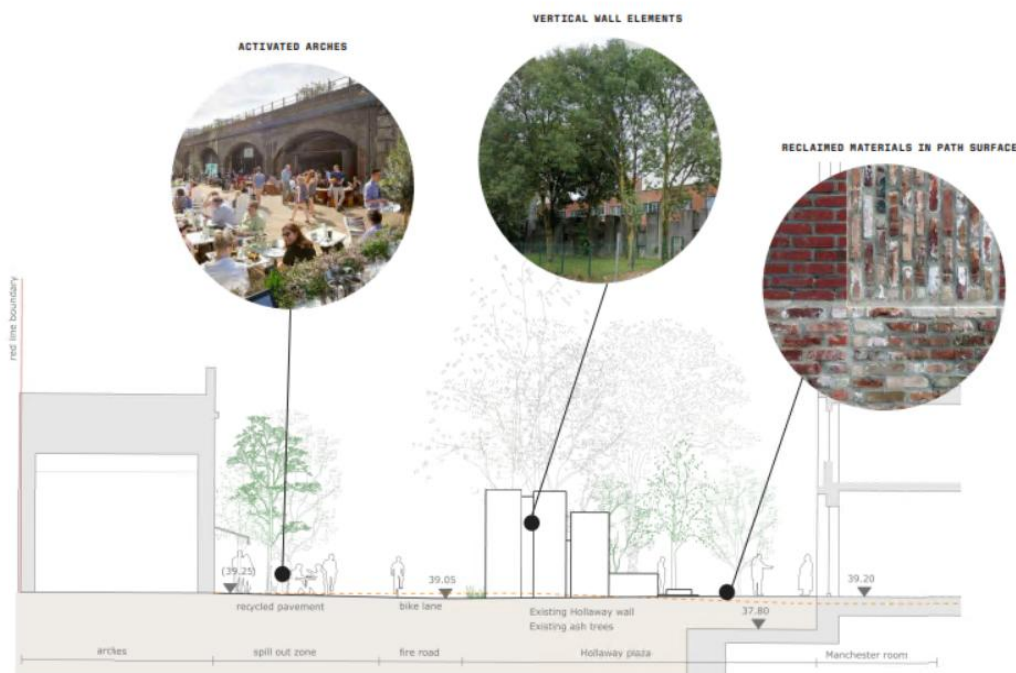
Hollaway Place

Hollaway Place would provide a gateway into the SRF area from Piccadilly station. The incorporation of the wall and mature trees would create a unique space.

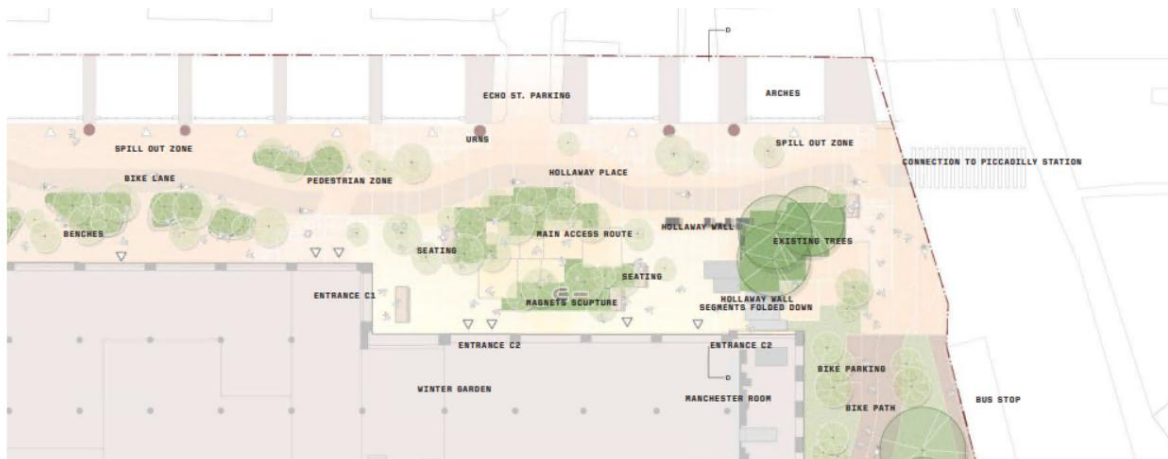


Hollaway Place (existing; left & proposed; right)

Some elements of the wall would be laid horizontal help to reimagine the art work. However, rather than being a barrier (as was originally envisaged), the wall becomes a new piece of wayfaring linking the different parts of the SRF. It is acknowledged that heritage harm would occur and this is considered elsewhere within this report.



Section through Hollaway Place



Layout of Hollaway Place

Re-purposed materials from the demolition and new trees, landscaping and seating would provide an inviting space as the marker for the entrance to the SRF area.

Sister Square

Sister Square would become the focal point for the area. Suitable for large gatherings and events and well as dwell space for the workspaces, cafes and cultural offerings at the site. The space would also provide a major new link, providing an accessible route from Altrincham Street (including 95 metre long ramp) whilst preserving and enhancing the green infrastructure.

The new ramp would overcome the 5 metre level change from north to south. The new sloped route would provide a 1:21 gradient ramp with landings and seating alongside a stepped route. This would provide a truly accessible and inclusive environment.

The ramp would also form part of the new water feature in the Square. A water mirror would be created on Altrincham Street, with a pump and mist. Water channels would be formed in the access slope. The water would terminate at a circular plaza which would also contain mist and water jets, a water pump for children to set the water in motion.



Section from Altrincham Street to Sister Square

The circular plaza would for the flexible event space sufficient to hold large scale music concerts or small community gatherings.

The proposals for Sister Square would remove the Butterfly Stairs. This is considered in detail elsewhere in the report. Options considered to incorporate the stairs into the landscaping were not feasible. The intention is to include remnants of the stairs in the landscaping proposals where possible.



Landscaping layout for Sister Square

A feature wall would be included in the square, where a retaining wall is required, which provides an opportunity for lighting and water. The hard landscaping would be natural stone with trees and planting.



Image from Sister Square

The existing Renold podium, planters, stairs and retaining wall are kept, to maintain the buildings presence and direct access to Sister Square.

Mill Lane

The design of Mill Lane incorporates elements such as rain gardens and lush planting which also contribute to urban biodiversity and stormwater management.



Section through Mill Lane

The material for Mill Lane blends both historical character and contemporary design. The primary aesthetic is red brick with trees and water.



Image of Mill Lane

Landscape Buffer

This landscape buffer creates a connection point along London Road. It would retain the existing trees with additional native plantings to create a layered habitat for local flora and fauna, all of which contribute to BNG. Winding through this is an art walk which would terminate at Hollaway Place.



Layout of the landscape buffer

A shared-use route would be for pedestrians and cyclists. The landscaping would add to the tapestry of green spaces within the city centre as a whole.

Enhancing connections and inclusive access are at the heart of the proposals. The proposal would address the significant levels changes providing a much improved environment which prioritises pedestrians and cyclists.

The new gateway from Picadilly Station through the new Hollaway Place connected to Altrincham Street and Sister Square would form a series of interconnected spaces and allow spill out for commercial uses and events.

The scheme would retain a large amount of the existing trees which would allow the spaces to be enhanced with new native planting. Sustainable drainage would allow water management. Lighting would ensure the spaces feel safe to be used at all times of the day. The landscaping meet the required standard for the SRF and final details should be agreed by planning condition.

Impact on Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost together plus biodiversity enhancements.

The biodiversity assessment has quantified that there is 3.25 area habitat units existing at the site. The proposal would deliver 1.34 area-based biodiversity units resulting in a 16.80% net gain. This complies with the national legislation and local policy requirements. A condition should require the agreement of a Biodiversity Gain Plan for the on site BNG.

The management and monitoring of the on site BNG created should be subject to a 30 year management plan. A monitoring fee to monitor the on site BNG is therefore required to be secured through a legal agreement.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing, glare and overlooking

Daylight and Sunlight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL).

Baseline daylight levels were assessed to all habitable rooms and school classrooms by calculating: Vertical sky component (VSC) at the centre of each main window in the external plane of the window wall, which measures the total amount of skylight available; and No-sky line (NSL) on the working plane inside the room, where its layout is known, which measures the area that can receive direct skylight and assesses the distribution of daylight around the room.

If a window receives at least 27% VSC it should be enough to provide good daylight inside the room with conventional window design. For good distribution of daylight around the room, at least 80% of the area of the working plane should lie in front of the NSL.

For a bay window, the centre window facing directly outwards can be taken as the main window for the VSC calculation. If a room has two or more windows of equal size, the mean of their VSCs may be taken. If a room has two or more windows of unequal size, the area-weighted mean of their VSCs may be taken.

For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH). The BRE numerical guidelines on sunlight apply to main living rooms and conservatories in dwellings. Kitchens and bedrooms are less important. Bedrooms are not normally assessed on the basis they are not a material issue, except when combined with a living space, such as in a bed-sitting room.

Kitchens and bedrooms have been included. Only windows facing within 90° of due south have been assessed, in accordance with the guidelines.

In each case the level of sunlight has been measured by calculating the percentage of annual probable sunlight hours (APSH) at the centre the window in the external plane of the window wall. If a room has two or more windows, the total APSH has been calculated, avoiding any double counting of probable sunlight hours.

In general, a dwelling will appear reasonably sunlit if at least one main window wall faces within 90° of due south and a habitable room, preferably a main living room, can receive 25% APSH, including at least 5% of APSH in the winter months between 21st September and 21st March.

The following properties were assessed:

- Fletcher House;
- Fairfield Street;
- Lambert Hall;
- Fairfield House;
- Bulls Head; and
- IQ Echo Street.

Construction

During construction, daylight and sunlight effects are unlikely to exceed those of the when the development is completed. Any effects during the construction phase would be temporary and would fluctuate as the proposal is implemented. Any impacts due to on-site machinery such as cranes would be short to medium term and changeable during operational hours.

Operational

The assessment has demonstrated that the proposal would have a negligible effect on Fletcher House, Fairfield Street, Lambert Hall and the Bulls Head, i.e. the windows and rooms would continue to meet the BRE guidelines with the development in place.

Further consideration is required to IQ Echo Street and Fairfield House.

IQ Echo Street

Daylight

This is a PBSA scheme which is currently under construction to the north of the site. For the purposes of this assessment, it has been considered as complete.

482 windows to 230 rooms were assessed for daylight. The 92 rooms with site facing windows orientated to within 90 degrees of due south were assessed for sunlight.

341 (71%) of the 482 windows assessed for VSC and would meet the BRE's criteria and experience a negligible change. Of the remaining 141 windows, 41 (9%) would experience a minor impact, 55 (11%) a moderate impact and 45 (9%) a major impact.

176 (77%) of the 230 rooms assessed would meet the BRE's criteria and so experience a negligible magnitude of NSL change. Of the remaining 54 rooms, 14 (6%) would experience a minor impact, 7 (3%) a moderate impact and 33 (14%) a major impact.

Diffuse daylight was also considered for the rooms at Echo Street. 131 (57%) of the 230 rooms would meet the BRE's criteria shown and with a negligible magnitude of diffuse daylight change. 47 (20%) of the remaining 99 rooms would experience changes in VSC and/or NSL which amount to a minor magnitude of change. 4 (2%) of the remaining 52 rooms (all LKDs) are all served by 3 windows, one of which has a low (13% to 14%) baseline VSC level against the BRE recommended 27%. The less than 5% absolute VSC changes therefore disproportionately present themselves as moderate magnitude of percentage of baseline changes when, in reality, the changes are unlikely to be noticeable.

The remaining windows retain between 25% and 28% VSC and the rooms retain NSL to between 94% and 96% of the rooms' areas. The magnitude of diffuse daylight change within these 4 rooms is therefore considered to be minor. 3 (1%) further rooms (all living rooms kitchens or LKDs) are again all served by 3 windows, of which 2 have uncharacteristically high (33% to 34%) baseline VSC levels for windows in an urban location and which are reduced to VSC levels of between 16% to 18% with the development in place.

The magnitude of VSC change to the other window is BRE compliant ie negligible. The rooms retain NSL to between 73% and 97% of the rooms' areas. The magnitude of diffuse daylight change within these 3 rooms is therefore also considered to be minor. The remaining 45 (20%) rooms (all bedrooms) have low (between 9% and 12%) baseline VSC levels due to their recessed locations. The less than 5.9% absolute VSC changes therefore present themselves as moderate to major magnitudes of VSC change. Similar magnitudes of NSL change will also be experienced. The overall level of diffuse daylight to these rooms is considered to be moderate. In view of the fact that the more materially affected rooms are bedrooms which, by virtue of their usage, have a lesser requirement for daylight and the fact that they are in transient rather than permanent residential usage, the overall magnitude of diffuse daylight change is considered to be minor.

The current VSC for the windows in Echo Street is uncharacteristically high for a urban location due to the relatively developed nature and low rise buildings in the locality. In addition, the 45 windows and 54 rooms which experience major impact are all single aspect and have existing low levels of VSC (between 9% and 12%) due

to their recessed nature in the façade of the building. With the development in place, the VSC and NSL levels within the building as a whole would be high (with an average VSC of 25% and 81% for NSL). Given this is student accommodation, with a transient population, it is considered that the level of harm is low and would not warrant a refusal of the application.

Sunlight

92 rooms were considered for impact on APSH. The proposal has a negligible impact and the rooms would continue to meet the BRE guidelines.

Fairfield House

Daylight

This PBSA scheme at Echo Street lies to the north.

185 windows to 112 rooms were assessed for daylight. The 28 rooms with site facing windows orientated to within 90 degrees of due south were assessed for sunlight.

168 (91%) of the windows assessed for VSC and would meet the BRE's criteria and experience a negligible change. Of the remaining 17, 13 (7%) would experience a minor impact and 4 (2%) a moderate impact.

102 (91%) of 112 rooms would meet the BRE's criteria and experience a negligible magnitude of NSL change. Of the remaining 10, 2 (2%) would experience a minor impact, 6 (5%) a moderate impact and 2 (2%) a major impact.

94 (84%) of the 112 rooms assessed would meet the BRE's criteria 1 and so experience a negligible magnitude of diffuse daylight change. 8 (7%) of the remaining 28 would experience changes in VSC and/or NSL which amount to a minor magnitude of diffuse daylight change. 3 (3%) of the remaining 20 are all served by multiple windows, the magnitude of VSC change to at least one of which is negligible with the remaining windows experiencing no greater than a 4.8% absolute VSC change which disproportionately represent themselves as a moderate magnitude of change.

2 of the rooms would experience either a negligible or minor magnitude of NSL change and retain NSL to between 60% and 80% of the rooms area. The remaining room would experience a moderate NSL change but the magnitude of VSC change to both windows would be negligible. The magnitude of diffuse daylight change within these 3 rooms is therefore also considered to be minor.

The single aspect windows serving the remaining 7 (6%) rooms (all bedrooms) are all fully BRE compliant and so would experience a negligible magnitude of VSC change. The rooms all have low (25%) baseline NSL levels. The small (9% to 10%) therefore disproportionately present themselves as moderate to major magnitudes of NSL change. The overall magnitude of diffuse daylight change to these rooms is also considered to be minor. In view of the fact that the small number of more materially affected rooms are bedrooms which, by virtue of their usage, have a lesser

requirement for daylight and the fact that they are in transient rather than permanent residential usage, the overall magnitude of diffuse daylight change to this property is considered to be minor.

Sunlight

28 rooms were considered for impact on APSH. 19 (68%) would be compliant with the BRE guidelines. The remaining 9 of unknown usage but still assessed in view of the orientation of their windows, would experience negligible to minor magnitudes of total APSH change and major winter APSH changes, which is to be expected in an urban location in view of the fact that the surrounding context is higher and the sun is lower in the sky in the winter months.

All rooms would retain between 21% and 33% total APSH against the BRE recommendation of 25% and up to 3% in the winter months against the BRE recommendation of 5%. The magnitude of APSH change to these rooms is, considered to be minor and not unduly harmful to warrant refusal of this application.

Overshadowing

Sunlight to back gardens and amenity spaces should be assessed on the equinox (21st March). The BRE guide recommends that at least 50% of each amenity space should be able to receive at least two hours of direct sunlight on the equinox.

The BRE guide recommends assessing sunlight to main back gardens of houses, allotments, parks and playing fields, children's playgrounds, outdoor swimming pools, sitting-out areas such as in public squares, and focal points for views, such as a group of monuments or fountains

Consequently, overshadowing has been assessed to the surrounding areas:

- IQ Echo Street Courtyard 1;
- IQ Echo Street Courtyard 2; and
- Vimto Park

Construction

During construction, overshadowing is unlikely to exceed those when the development is complete. Any effects during construction would be temporary and would fluctuate as the proposal is implemented. Any impacts due to on-site machinery such as cranes would be short to medium term and changeable.

Operational

The assessment has demonstrated that the proposal would have a negligible impact on Vimto Park which would remain fully compliant with the BRE guidelines in March.

There would, however, be impacts which are judged to be major for both the IQ Echo Street courtyards in March. The courtyards would currently benefit from 55.74% and 92.11% respectively in March. This would reduce to 1.33% and 6.47% respectively.

In June, 66% of the area would benefit from at least 2 hours of sun hours on ground, however, it is acknowledged that this would be outside of the main terms time of use of this student building. Notwithstanding this, as this is a student accommodation building, and the population being transient, it is considered that whilst the impact is significant, it would not warrant refusal of the application.

Glare

The BRE guide and BRE solar glare paper highlights the potential for road and rail users to be affected by sunlight reflected from glazed façades or areas of reflective metal cladding on buildings that adjoin the highway. 14 points on the highways and rail network were selected at which reflected solar glare assessments were undertaken.

Construction Phase

The likely effects in relation to solar glare for the surrounding road users and train/tram drivers would vary throughout the demolition and construction works, starting from installation of the first glazed façade panels and gradually increasing as all reflective cladding is installed. The effects during the demolition works are considered negligible.

As construction works progress, and facades are installed, the potential solar glare effects would be similar to those once complete and operational. The operational impacts represents the worst-case assessment in terms of likely solar glare effects.

Operational Phase

The assessment has demonstrated that in the following 5 locations, no reflections occur:

- PR1 – Piccadilly Road (Southbound) junction with Auburn St, Station Approach and London Rd;
- PSA1 – Piccadilly Station Approach (Southbound) pedestrian crossing;
- LR1 – London Road (Southbound) junction with Fairfield St;
- LR2 – London Road (Southbound) pedestrian crossing; and
- LR3 – London Road (Southbound) junction with tram crossing.

In the following 8 locations, there is potential for solar reflections within 30° of a drivers' line of sight but greater than 10°. At these eight locations, the effect is considered to be permanent, but minor and not significant.

- MW1/MW2 – Mancunian Way (Westbound);
- DS1 - Downing Street (Northbound) junction with Mancunian Way slip roads;
- DS2 – Downing Street (Northbound) junction with Mancunian Way slip roads;
- DS3 – Downing Street (Northbound) junction with Grosvenor St;
- WR1 – Wadeson Road (Northbound) junction with Grosvenor St;
- MW3 – Mancunian Way (Eastbound);
- CS2 – Charles Street (Eastbound) junction with Princess St;

- GR1 – Granby Row (Eastbound) junction with Sackville St.

At one road location, and two train line locations, reflections occur within 10° of a drivers' line of sight which were given further assessment.

CS1 – Charles Street (Eastbound) junction with Sackville St

At this location, drivers looking straight ahead as they approach the uncontrolled junction.

The assessment demonstrates that the extent of the impacts that would occur in this location. The design aims to minimise those impacts with solid elements breaking up the façade to minimise the intensity of any reflections. Any reflections which do occur, happen in late-afternoon during the mid-seasons when the solar intensity is low, therefore they would be low intensity. In addition, the probability of the sun shining at the times of day and year when reflections occur within 10° of a driver's line of sight is 10% - 40%. A driver could also employ their own mitigation by lowering the driver visor.

The overall effect of solar glare to drivers at the Charles Street (Eastbound) junction with Sackville Street would be permanent and minor but not significant. The dynamic nature of traffic movement, and the potential effects occurring only momentarily when looking precisely at the affected traffic lights, which is 12 metres from the junction, it is not considered that this would be unduly harmful and would not warrant refusal.

E1-E3 – Eastbound Train Lines

Three viewpoints have been assessed along the eastbound trainline with reflections occurring within 10° of a driver's direct line of sight on this track.

The assessment demonstrates that reflections could occur on the northern elevation at a glancing angle and are broken up by solid elements to the façade. The reflections would be very thin strips that could not reflect to full intensity. There are solid elements of the façade which would break up reflections from the western elevation ensuring that the reflections are lower in intensity.

The reflections from this view occur in the very early mornings during summer or in the late-afternoon in the mid-seasons when the solar intensity is low, therefore any reflections generated would be low intensity.

The probability of the sun shining at the times of day and year when reflections occur within 10° of a driver's line of sight from the northern elevation is 10%, from the western elevation of C1 is 10% and from the western elevation of C2 is 10-40%.

It should be noted that any reflections from the proposal would be significantly less intense than a direct view of the sun, as is currently experienced. A large portion of the sun's path would remain visible at this junction with a greater intensity than the reflections that would be generated from the proposal. A driver could also employ their own mitigation by lowering their visor.

The overall effect in terms of solar glare to train drivers on eastbound tracks towards Piccadilly would be permanent and minor to moderate impact and significant. However, given the dynamic nature of train movement travelling along a set of tracks, the potential effects would only occur momentarily and between just two hours of the day, on sunny days for just two months of the year. It is considered that the effects would not be unduly harmful to warrant refusal of this application.

W1, P13A, P14A-C – Westbound Train Lines via Platform 13 and 14

Five views have been assessed along the westbound trainline with reflections occurring within 10° of a driver's direct line of sight on this track.

The assessment demonstrates that all reflections visible along Platform 14 sit outside 10° of a driver's direct line of sight. At viewpoint W1, reflections within 10° occur from just one window and are a very thin strip which would not be capable of reflecting the full solar intensity. Reflections visible at P13a occur directly behind the signal, but drivers would be stationary when using this signal to commence their journey.

All reflections occurring from the northern elevation are at a glancing angle and are broken up by solid façade elements, the resulting reflections are thin strips that would not be capable of reflecting the full solar intensity. The reflections occur in the early evening during the mid-seasons when the solar intensity is low, therefore any reflections generated would be low intensity.

The impacts represent a worst case scenario, with it unlikely that the sun would shine at all times of the day and year when reflections occur within 10° of a driver's line of sight from the northern elevation is 10%.

The sun path sits in the field of view of a driver at this location. Once implemented, the proposal would partially obscure the direct view of the sun in the afternoon. As such, any reflections would be significantly less intense than a direct view of the sun, as currently experienced. A large portion of the sun's path would remain visible at this junction with a greater intensity than the reflections the proposal would generate.

In addition, the majority of the potential reflections occur above the driver's visor line, which would mitigate the majority of effects when deployed.

Overall effect in terms of solar glare to train drivers on westbound tracks at and departing Manchester Piccadilly would be permanent and minor adverse but not significant. Given the dynamic nature of train movement travelling along a set of tracks, the potential effects would only occur momentarily when at each of the precise viewpoints assessed and between just one hour of the day, on sunny days for just two months of the year. It is considered that the effects would not be unduly harmful to warrant refusal of this application.

Overlooking

It is not considered that the proposal would give rise to any loss of privacy as a result of overlooking. The nearest residential properties are on Granby Row which are some distance from the site and separated by the Viaduct Aches.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television, but should any arise, it could be mitigated through antenna upgrade or realignment of the transmitter. The effects are unlikely to be noticeable given their current variability of the existing service in this urban environment. A condition would require of a post completion survey to be undertaken to verify that any impacts from the development and put in place mitigation should this be necessary.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. As the site is vacant any changes may be noticeable to any sensitive user groups in the area and mitigation may be required.

The site is close to homes, educational uses, offices, hotel, medical facilities and other commercial uses. Sensitive user groups include residents, parents, children, business owners and visitors who could be affected by construction traffic, development activities and any effects associated with the completed scheme.

During construction, there is a risk of increased dust and vehicle emissions from site activities and materials movement, which could affect local air quality. There would be extensive earthworks and crushing of the concrete hardstanding before development commences.

All deliveries and collections would be managed with allocated times slots, distributed across the day to avoid build ups on the local highway network. The system would monitor the impact of the LDV movements to reduce vehicles coming to the site and other efficiencies as necessary.

The construction effects have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

Elevated dust, particulate matter and pollution concentrations could be generated on site, particularly from exhaust emissions from traffic, plant and earthworks, which, if not carefully controlled could give rise to unacceptable impacts on the sensitive groups such as residents. There could be cumulative impacts from other nearby developments which would be under construction at the same time.

The impacts on local air quality would not be of a magnitude to warrant refusal as construction effects can be minimised through the adoption of measures in a construction management plan which would be secured by planning condition.

This would outline and agree industry best practice and establish community liaison and system for recording and responding to complaints. Air quality monitoring devices would also be installed at the site with dust suppression measures, including

screens and sheeting and wheel washing, no idling of vehicles, avoidance of diesel or petrol-powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition. The surface of surrounding roads, which are in a well maintained and good condition, would help to minimise dust.

The assessment of air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key locations. The magnitude and significance of the changes have referenced non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The completed scheme would generate traffic, but this would not create significant impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). Whilst this would be a largely car free development, there would be emissions from traffic and servicing. 3 car parking spaces would be fitted with EV charging points. A travel plan and these other measures would incentivise active travel and minimise emissions.

417 cycle spaces would be provided, and a travel plan would encourage public transport use and reduce vehicle trips. The proximity of rail, bus, tram and cycle facilities and the city centre means the site is ideally located for walking and cycling.

There would be no gas fired boilers or generators which would contribute to air quality conditions. No mitigation is required to minimise the impact when the offices are occupied. A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants.

Deliveries would be monitored to manage and respond to the impacts of the servicing arrangements and introduce reduce and rationalise where necessary.

Local air quality conditions are poor but, there would no material impact on current air quality conditions from this proposal and the accommodation can be suitably mitigated against current conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report including further air quality monitoring before commencement of the development. The mitigation measures would be secured by planning condition, and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind Environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and how this could influence activities. The assessment identified mitigation measures to minimise these impacts.

A Pedestrian Wind Comfort (PWC) analysis was conducted to determine the comfort and safety levels for users. It used advanced computer simulations to create a 3D

model of the area, considering both the existing site and the proposal with planned landscaping and wind mitigation measures for when it becomes operational.

In addition, a Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios, including existing conditions, have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

During construction, the contractor would follow strict guidelines to minimise the impact of construction on local wind conditions and follow best practice guidelines.

Construction sites, with hoardings and restricted access, are less sensitive to wind compared to the completed scheme. Provided best practice is observed, there would be a negligible impact on local wind conditions during construction.

During construction, conditions will gradually change from the current conditions to conditions for the completed and the development operational. Therefore, construction effects can be inferred from the effects due to the completed and operational development.

There is a pre existing wind safety exceedance on Echo Street to the north of the site, by the south east corner of IQ scheme. All other locations at the site and immediate surrounds meet the safety criteria and there are not considered to be wind safety risks in these areas.

Currently all locations at the site and the immediate surrounding are suitable for pedestrian comfort including the use of thoroughfares, roadways, building entrances (existing and proposed), railway platforms, bus stops, ground level amenity spaces, roof terraces and balconies.

The modelling indicates that the proposal would eradicate the wind safety exceedance on Echo Street, but there would be a wind exceedance at the south east corner of the site and within the roadway of London Road. Without mitigation, these would pose a safety risk to pedestrians or cyclists. Further exceedance would be created at the north east corner balconies of building C2 at levels 13 to 17. These would pose a safety risk to balcony users which requires mitigation. All other locations meet the safety criteria.

The modelling indicates that with the proposal in place, it would be windier immediately south east and north east of the site in relation to pedestrian comfort. In all locations, pedestrian comfort would be suitable for existing and intended uses, including the use of thoroughfares, roadways, building entrances, railway platforms, bus stops, ground level amenity spaces, roof terraces and balconies.

Overall, the proposal would have a minor adverse impact on local wind conditions and microclimate, which would not be significant enough to warrant refusal and the landscaping would assist in managing wind conditions. Deciduous trees between 3m, 4m and 5m high are required across the site, and 8 evergreen trees ranging between 3m, 4m and 5m immediately east of the south east corner of Building C2

are required. In addition, 1200mm tall, glazed screens behind the balustrade on the eastern elevation of the level 13 to 17 balconies on Building C2 is necessary. These mitigation measures should be secured by way of planning condition.

Noise and vibration

A noise assessment identifies that the main sources of noise from the proposal are construction and plant. During construction, there would be temporary but notable noise and vibration, which could affect nearby residents and businesses. Once operational, noise from rooftop plant equipment and surrounding traffic are expected to be the primary noise sources. In both scenarios, the noise conditions at the site would change given it is currently vacant. The effects on sensitive neighbours vary. Residents may experience disturbances from construction and operational noise.

During the construction phase, the noise levels would depend on the nature of the activities taking place. There are likely to be cumulative impacts with other nearby developments. It is, however, acknowledged, that there would be noticeable disruption during this time in the local community particularly to residents.

Quieter machinery and noise barriers should be used. A Construction Environmental Management Plan (CEMP) would monitor and manage noise levels, and ongoing community engagement would keep residents and local businesses informed to address any concerns.

On the basis that mitigation measures are put in place, noise and vibrations from construction can be carefully managed so it does not reach a magnitude that would be considered unduly harmful to surrounding amenity.

When the scheme is operational all plant should meet the Council's noise criteria when in operation.

The ancillary commercial uses would have hours restrictions and acoustic insulation would prevent noise outbreak, agreed by planning conditions.

It is envisaged that events would take place in the public realm around the site. Events have been defined as 'major' and 'minor'. Major events, up to 30 per year, would be held between 09:00 and 23:00. There could be amplified music which would be limited to prevent unacceptable noise that could be harmful to surrounding amenity. Minor events would have lower and more localised music noise.

The event strategy is an integral part of the vision for the wider SRF area. The activation of the public space is key to the success of the businesses and community. On the basis that noise can be carefully controlled, the events strategy is supported.

A noise management plan would be prepared to support these events and this should be secured as part of the planning conditions.

Provided that construction activities are controlled, through the construction management plan, and the plant equipment and ancillary commercial accommodation is appropriately insulated the proposal (secured and agreed through

condition), the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The waste storage for the offices would be on the lower ground floor. The strategy is committed to recycling and all bin types would encourage this. Building 1 would have 27 Eurobins for general and recyclable waste and 7 wheelie bins for food waste. Bin capacity would be monitored and additional collections added if required. Building 2 would have 17 Eurobins for general waste, 3 for recyclable waste and 4 wheelie bins for food waste. All waste collections would be made via the service tunnel accessed from London Road and Mill Lane.

The waste storage for the Viaducts would include 4 Eurobins for general and recyclable waste and 4 wheelie bins for food waste. This would be stored in the unit and transferred to a central waste area accessed off Sackville Street.

The waste management principles are acceptable to Environmental Health. Final details would need to be agreed for the commercial tenants, once the end users are known, by planning condition. The principles of the waste management arrangements are acceptable and would comply with policies EN19 and DM1 of the Core Strategy and saved policy DC10 of the UDP.

Accessibility

The design would be inclusive and accessible to ensure the buildings can be used by all. 3 accessible parking bays would be created. Welfare rooms would be provided. The external areas would be smooth with level access to all door thresholds.

Flood Risk/surface drainage

Policy EN14 of the Core Strategy requires development to minimise its impact on surface water run off in critical drainage areas. JP-S4 of PfE similarly requires development to manage surface water run off through sustainable drainage systems.

The site is in flood zone 1 which means there is a low probability of flooding. The site is also in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems.

There are localised areas of surface water flooding within the site with small portions being at medium risk of surface water flooding. These pockets are susceptible to surface water flooding with an annual exceedance probability of 3.3% (1 in 30) chance of flooding each year. As there is a risk of surface water flooding within the site boundary the submission of a sequential test is required in accordance with NPPF Paragraph 175.

A review of Strategic Regeneration Frameworks (Circle Square, Mayfield, First Street) and allocated sites within the Greater Manchester Places for Everyone plan

(2024), and Manchester Development Plan revealed no reasonably available alternative sites for commercially-led mixed-use development in the defined search boundary or the City Centre as a whole. Identified Sites are either complete, under construction, or subject to planning permissions, while allocated sites are either too distant or located in flood zones.

As the process has not identified any sites, the sequential test has been satisfied. An Exception Test is not required as the use is defined as 'Less Vulnerable' and is located in flood zone 1.

The majority of surface water flood risk occurs in areas that would become public realm, such as Altrincham Street, Mill Lane and Sister Square. Within the areas at risk of surface water flooding, extensive planting is proposed which will act as a form of sustainable urban drainage, reducing the posed risk of surface water flooding. The office buildings would be in areas where there is currently no surface water flooding.

A draft drainage strategy has been considered by the City Council's flood risk management team and United Utilities. A condition is recommended to capture this alongside verification and maintenance of the agreed drainage strategy. These conditions are necessary to comply with policy EN14 of the Core Strategy and JP-S4 of PfE.

Impact on the highway network/car/cycle parking and servicing

The site is highly sustainable, adjacent to Piccadilly station where there are frequent rail and tram services. Bus services are available close to the site. Modelling of trip generation and junction capacity assessments demonstrate that the proposal would have no significant impacts on the local highway network.

This would be a car free development taking advantage of the city centre location and proximity of public transport. The pedestrian and cycle infrastructure would be improved in and around the site which would further enhance the already highly connected site. Accessible on site car parking would be created.

A comprehensive servicing strategy includes a designated servicing route. Final details should be agreed by planning condition along with highway measures to ensure arrangements around the site are safe including refresh of TROs.

There would be an indoor cycle parking facility with up to 417 spaces plus 35 spaces within the public realm. Cycle parking should be monitored as part of the Travel Plan.

A construction management plan should be agreed along with a site Travel Plan.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the proposal would bring vitality to the area and more active frontage. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There is evidence of historical contamination at the site associated with previous uses. This is not unusual or complex. However, the EA and Environmental Health have requested further information to ensure the ground is appropriately remediated and to reduce the risk to ground water. Methods of piling should also be agreed.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition to comply with policy EN18 of the Core Strategy.

Construction management

A draft construction management plan has been submitted. Construction is expected to take over 8 years.

Demolition would commence at the Morton, Moffat, Wright Robinson, Manchester Meeting Place, Barnes Wallis and The Butterfly Stairs between the end of 2025 and July 2026. It would be phased to limit disruption. Following demolition, works continue with removal of ground/basement slabs along with grubbing up of foundations and any substructures including existing services tunnels. Once demolition works are complete, the works for ground remediation and formation are estimated between July 2026 and December 2026.

Following demolition and ground remediation, the new build construction is split into two phases. Phase A would be a 12 storey office with amenities, the creation of a servicing tunnel and, landscaping and the delivery of the public square. This phase would be complete by December 2029.

Phase B is a 20 storey office with amenities, the removal of hoarding and landscaping works. The phase should be complete by December 2032.

Construction hours would be Monday to Friday 07:30-18:00 hours and Saturday 08:30-14:00 hours.

Various demolition methods would allow the works to be carried out safely. Mechanical demolition methods using conventional demolition high reach machines, excavators and attachments would be used to carry out the low-level structures where it is safe to do so, and 'top down' floor by floor methods will be adopted to remove the taller and more high-risk areas of the structures on site.

Construction vehicle would utilise a one-way delivery system for access and egress. Accessing the site via Altrincham Street and exiting via Sackville Street. Material storage would be in the site boundary.

The proposal would take place close to homes and critical road and rail infrastructure. Dust mitigation measures would be used and plant and equipment would be fitted with silencers and would be used during working hours only. Construction waste management would always be in place.

The contractor would regularly engage with residents and community groups. This is especially important for major work elements such as piling and tower crane erection due to the proximity to homes. The Contractor would display a contact number on hoardings which will be operational 24/7.

Parking would be provided on land adjacent to the site and in the applicant's control. Site personnel would be encouraged to utilise the extensive public transport options. The applicant has also confirmed that any contract with the main build contractor would have it clearly stipulated that there would be no contractor parking on nearby residential streets.

All supply chain members would co-ordinate their respective needs with the site gateway and deliveries team. All deliveries would be booked in online. Materials will be offloaded from the vehicle directly to the point of use wherever possible.

Provided these measures are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that requires the final construction management plan to be agreed to ensuring the process has the minimal impact on surrounding residents, the school and local businesses and the highway network.

Aerodrome Safeguarding

An informative about the use of cranes should be imposed on the planning permission.

Legal Agreement

This application will be subject to a legal agreement which would secure a management fee to monitor the on site biodiversity net gain as set out under the heading 'Impact on Biodiversity' within this report.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important component of ID. The site is a regeneration area where change is expected to take place in line with the regeneration framework, providing a significant employment opportunity in line with policies SP1, EC1, EC3 and EC8.

JP-Strat2 of PfE emphasises the City Centre's significant economic role, having a primary focus for business among other uses and supporting Greater Manchester's

economic growth. Policy JP-J3 earmarks over 2 million sq. m. of accessible office space for the region, with more than half of this in the City Centre.

Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

72,928 sqm offices would be delivered plus 7,265 sqm of ancillary space (including 860 sqm community space). Over 1,690 people would be employed at the site.

This would be a flagship development creating a dynamic and diverse commercial district delivering a range of exemplary and innovative workplaces, promoting inclusivity, health and well-being. High quality architecture would meet the required standard for tall buildings in the city. It would contribute to Net Zero Targets by being designed to be energy efficient. The buildings are expected to achieve a BREEAM 'Excellent' rating and NABERS 5*.

Trees and vegetation would be lost, but the proposal would deliver a significant amount of place making including improvements to Altrincham Street and a new civic square known as Sister Square.

270 trees would be planted and requirements for BNG net gain would be met.

There would be some localised impact on surrounding listed building and the Whitworth conservation. The level of harm would be low, less than substantial. A medium level of less than substantial harm would be caused because of the loss of the NDHAs at the site and a high level of less than substantial harm would as a result of the alterations to the Hollaway Wall. The harm cause would be outweighed by the significant regeneration benefits delivered as a consequence of the development socially, economically and environmentally: S66 and S72 of the Listed Buildings Act (paragraph 215 of the NPPF).

Careful consideration has been given to the impact of the proposal on the local area. There is a long-standing residential community which sits immediately adjacent to the site which would be affected alongside local businesses. This would be a significant development and would be noticeable during construction and when the site becomes operational. Construction impacts to the surrounding homes would be minimised through a construction management plan which would control how dust and noise is to be managed at the site.

There would be no unduly harmful impacts from noise, traffic generation, air quality, water management, contamination or loss of daylight, sunlight and privacy. Where harm does arise, it can be mitigated and would not amount to a reason to refuse this planning application.

The buildings and its facilities would be fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can be mitigated to minimise the effect on the local residents and businesses.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Other Legislative Requirements Equality Act 2010

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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land

that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

Planning application 143024/FO/2025:

- **MINDED TO APPROVE** subject to the signing of a legal agreement to secure a BNG monitoring fee and the retention of the project architect

Listed Building Consent 143060/LO/2025:

- **Approve**

Listed Building Consent 143025/LO/2025

- **Approve**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to planning application 143024/FO/2025

1) In this permission, the following definitions are applicable:

Phase A:

- Demolition of all existing building and structures, namely, Barnes Wallis and Wright Robinson, MMP, Moffat Building, Morton Laboratory and Butterfly Stairs;
- Construction of the basement and podium to the lower ground and upper ground floors of both buildings (C1 and C2) to create the flexible commercial and community use space;
- Erection of Building C1:
- Landscaping including Sister Square and the installation of the new stairs and ramp access; and
- creation of the servicing tunnel including means of access from London Road.

Phase B: erection of the building C2, alterations to the Hollaway Wall, restoration and relocation of the art work and landscaping and access.

Phase C: creation of the commercial uses within the Viaduct arches and completion of the landscaping.

Reason - To clarify the various phases of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) 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.

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

Drawings

SISC0-AAM-ZZ-01-DR-AR-07101	P01,	SISC0-AAM-ZZ-02-DR-AR-07102	P01,
SISC0-AAM-ZZ-06-DR-AR-07106	P01,	SISC0-AAM-ZZ-06-DR-AR-07106	P01,
SISC0-AAM-ZZ-11-DR-AR-07111	P01,	SISC0-AAM-ZZ-18-DR-AR-07118	P01,
SISC0-AAM-ZZ-19-DR-AR-07119	P01,	SISC0-AAM-ZZ-20-DR-AR-07120	P01,
SISC0-AAM-ZZ-B1-DR-AR-07098	P01,	SISC0-AAM-ZZ-LG-DR-AR-07099	P01,
SISC0-AAM-ZZ-R2-DR-AR-07121	P01,	SISC0-AAM-ZZ-UG-DR-AR-07100	P01,
SISC0-AAM-ZZ-ZZ-DR-AR-07001	P01,	SISC0-AAM-ZZ-ZZ-DR-AR-07004	P01,
SISC0-AAM-ZZ-ZZ-DR-AR-07103	P01,	SISC0-AAM-ZZ-ZZ-DR-AR-07107	P01,
SISC0-AAM-ZZ-ZZ-DR-AR-07112	P01,	SISC0-AAM-ZZ-ZZ-DR-AR-07601	P01,
SISC0-AAM-ZZ-ZZ-DR-AR-07611	P01,	SISC0-AAM-ZZ-ZZ-DR-AR-07612	P01,
SISC0-AAM-ZZ-ZZ-DR-AR-07613	P01,	SISC0-AAM-ZZ-ZZ-DR-AR-07614	P01,
SISC0-AAM-ZZ-ZZ-DR-AR-07615	P01 received by the City Council, as Local Planning Authority on the 23 May 2025		

Altrincham Street (North) - Existing and Proposed - SISC0-AAM-ZZ-ZZ-DR-AR-07020 (P02)

London Road (East) - Existing and Proposed - SISC0-AAM-ZZ-ZZ-DR-AR-07021 (P02)

Mill Lane (South) - Existing and Proposed - SISC0-AAM-ZZ-ZZ-DR-AR-07022 (P02)

The Square (West) - Existing and Proposed - SISC0-AAM-ZZ-ZZ-DR-AR-07023 (P02)

C1 and C2 North Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07200 (P02)

C1 East Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07201 (P02)

C2 East Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07202 (P02)

C1 and C2 South Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07203 (P02)

C1 West Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07204 (P02)

C2 West Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07205 (P02)

Altrincham Street Viaduct North and South Elevation - SISC0-AAM-ZZ-ZZ-DR-AR-07206 (P02)

Proposed Section - SISC0-AAM-ZZ-ZZ-DR-AR-07300 (P02)

Proposed Section - SISC0-AAM-ZZ-ZZ-DR-AR-07301 (P02)

Proposed Section - SISC0-AAM-ZZ-ZZ-DR-AR-07302 (P02)

Proposed Section - SISC0-AAM-ZZ-ZZ-DR-AR-07303 (P02)

Proposed Section - SISC0-AAM-ZZ-ZZ-DR-AR-07304 (P02)

SISC0-SLA-LA-ZZ-DR-LA-00001

SISC0-SLA-LA-ZZ-DR-LA-00002

SISC0-SLA-LA-XX-DR-LA-00001

SISC0-SLA-LA-XX-DR-LA-00002

Received by the City Council, as Local Planning Authority, on the 18 September 2025

Supporting information

Accommodation Schedule AAM, Design and Access Statement (including landscaping statement, lighting strategy and landscaping management strategy) AAM (and SLA), Listed building drawings (Hollaway Wall and Viaduct) AAM, Planning and Tall Building Statement (incl. Public Benefits Statement) Deloitte, Statement of Consultation Deloitte, Flood Risk Assessment Civic Drainage Strategy Report Civic, Aviation Safeguarding Technical Note, G-Tech Archaeological Assessment BWB, Framework Travel Plan Civic, Operational Waste Strategy (and completed Waste Pro-Forma) Civic, Environmental Standards Statement (including Energy Statement and BREEAM Pre-assessment) and Energy and Carbon ProForma Buro Happold, Ventilation Statement Buro Happold, Crime Impact Statement GMP, Terrestrial Television Baseline Survey Report Pager Power, Desk-Based Satellite Television Interference Assessment, Pager Power Broadband Connectivity Survey Pager Power, Green and Blue Infrastructure Deloitte, Placemaking Strategy ID Manchester Limited, Hollaway Wall Structural Appraisal & Outline Methodology Report Civic, Circular Economy Statement Buro Happold, Outline Operational Management Strategy ID Manchester Limited, Detailed Unexploded Ordnance (UXO) Risk Assessment 1st Line Defence, Local Labour Agreement ID Manchester Limited, Ecological Impact Assessment Tyler Grange, Habitat Features Plan Tyler Grange, Arboriculture Impact Assessment Tyler Grange, Statutory Biodiversity Metric Tyler Grange, Public Art Strategy Bruntwood Sci-Tech, Topographic Survey Survey and Engineering Projects Event Strategy Bruntwood Sci-Tech

Received by the City Council, as Local Planning Authority, on the 23 May 2025

Whole Life Carbon Report received by the City Council, as Local Planning Authority, on the 4 August 2025

Acoustic Report received by the City Council, as Local Planning Authority, on the 3 September 2025

- Sister Plot C – TVIA Technical Note (Produced by Layer September 2025)
- Sister Plot C – Wind Technical Note (Produced by GIA Dated September 2025)
- Sister Plot C – Drainage Technical Note (Produced by Civic Dated September 2025)
- Sister Plot C – Sister Plot C – Statutory Biodiversity Metric (Produced by Tyler Grange Dated September 2025)
- Sister Plot C – Ecological Impact Assessment – Updated (Produced by Tyler Grange Dated September 2025)

- Sister Plot C – Ecology Technical Note (Produced by Tyler Grange Dated September 2025)
- Sister Plot C – Design and Access Statement Addendum (Produced by Allies and Morrison and SLA Dated September 2025)
- Environmental Statement Addendum (Volume 1) - Chapter 6: Heritage
- Updated Heritage Assessment (Environmental Statement Volume 2 – Appendix 6.2)
- Public Art Strategy (updated – Sept 2025)
 - Appendix 3: M&G Exploratory Study (updated – Sept 2025)
- P2335-PTM-1-JLS P02 – Gym Planning Addendum (produced by Sol Acoustics Dated August 2025)
- Sequential Test (produced by Deloitte Dated September 2025)
- Whole Life Carbon Assessment (produced by Buro Happold Dated July 2025) – issued to MCC via email on 31/07/2025
- Renold Listing Group Value Note – Update (Dated 7 August 2025)
- Updated Flood Risk Assessment (Produced by Civic Dated September 2025)
- Planning and Tall Building Statement Addendum (Produced by Deloitte Dated September 2025)

All received by the City Council, as Local Planning Authority, on the 18 September 2025

Environmental Impact Assessment

Volume 1: Environmental Statement including:

- Introduction • Methodology;
- Alternatives and Design Evolution;
- Site and Description of Development;
- Construction Management – Programme and Methodology;
- Built Heritage;
- Townscape and Visual Impact;
- Air Quality;
- Climate Change;
- Wind;
- Solar Glare;
- Human Health;
- Socio Economic;
- Traffic and Transport;
- Daylight, Sunlight and Overshadowing;
- Noise and Vibration;
- Ground Conditions;
- Summary of Residual Effects;
- Type 1 Cumulative Effects

Volume 2: Technical Appendices

Volume 3: Non-Technical Summary

Received by the City Council, as Local Planning Authority, on the 28 May 2025

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.

4) (a) Prior to commencement of a Phase of the development, an air quality impact and exposure assessment together with mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Baseline monitoring should commence three months before commencement.

(b) Prior to use of a Phase of the development any agreed mitigation measures shall be implemented and verified in writing by the City Council, as Local Planning Authority and shall remain in situ whilst the use or development is in operation.

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

5) No vegetation clearance shall take place in any Phase of the development during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent and is agreed in writing by the City Council, Local Planning Authority for that Phase. Any method statement shall then be implemented for the duration of the relevant Phase.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved document Arboriculture Impact Assessment by Tyler Grange received by the City Council, as Local Planning Authority, on the 23 May 2025 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard BS 5837:2012 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

8) If demolition has not taken place in Phase A by 30 April 2026, the buildings in that phase shall be reassessed for bat roosting potential. Prior to demolition works taking place, a report shall be submitted for approval in writing to the City Council, as Local Planning Authority. Demolition should not take place until written approval is received and in accordance with any relevant recommendation and mitigation measures.

Reason – In the interest of determining if there are any bats present at the development should there be a delay in demolition in accordance with policy EN15 of the Core Strategy.

9) Prior to the commencement of a Phase of the development, a detailed construction management plan outlining working practices for the Phase shall be submitted to and approved in writing by the City Council, as Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.
- o Details of the measures which will be taken to ensure the protection of controlled water resources.

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

Each Phase shall be carried out in accordance with the approved construction management plans for the duration of the Phase of the development.

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

10) (a) Prior to the commencement of Phase A, the applicant or their agents or their successors in title shall secured the implementation of a programme of archaeological works in accordance with a Project Design that has been submitted to and approved in writing by the City Council, as Local Planning Authority. The Project Design shall cover the following:

- A phased programme and methodology of investigation and recording to include:
 - (1) archaeological evaluation trenching;
 - (2) pending the results of the above, targeted open-area excavation.

(b) Phases A, B and C shall not be released for ground works until written approval has been provided in writing by the City Council, as Local Planning Authority.

(c) Prior to the first use of Phase A, a post investigation assessment shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include

- A programme for post-investigation assessment to include:
 - (1) production of a final report on the results of the investigations and their significance.
- Deposition of the final report with the Greater Manchester Historic Environment Record.
- Dissemination of the results of the archaeological investigations commensurate with their significance, including provision for the installation of permanent information panels.
- Provision for archive deposition of the report and records of the site investigation.
- Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

11) (a) Notwithstanding the Phase 1 Desk Study and Data Review, Sister – Plot C and Enabling Works Area, Civic Earth, Reference: 51019-CE-XX-XX-R-G-1001, Issue 5, 30 April 2025; Site Investigation Report, Sister – Plot C and Enabling Works Area, Civic Earth, Reference: 51019-CE-02-XX-R-G-1002, Issue 4, Dated: 30 April 2025 and Chapter 17 Ground Conditions in the Environmental Statement received by the City Council, as Local Planning Authority, on the 23 May 2025, prior to commencement of a Phase of the development hereby approved, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of addendum SI for the recommended delineation works; and

- Submission of a Remediation Strategy
 - (1) A site investigation scheme, to provide further information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 - (2) The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use of a Phase of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council, as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council, as Local Planning Authority, prior to first use of a Phase of the development.

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.

12) 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 after development commences, 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 is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site pursuant to policies DM1 and EN18 of the Core Strategy.

13) No drainage systems for the infiltration of surface water to the ground where adverse concentration of contamination are known or suspected to be present are permitted within any Phase of the development without the written approval of the City Council, as Local Planning Authority. Any proposal for infiltration drainage must be supported by an assessment of the potential risks to controlled waters. The relevant phase shall be carried out in accordance with the approved details.

Reason - The previous use of the application site presents a risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable

drainage system. This could pollute controlled waters pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

14) Prior to any piling or any other foundation design using penetrative methods within a Phase of development, details of the intended methodology, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The intended methodology shall be implemented as approved for that Phase.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

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

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

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

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

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

16) Prior to the commencement of a Phase of the development (except for demolition), all material to be used on all external elevations of the development within that Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, extent of window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The materials shall also be supported by a series of bay studies.

The approved materials shall then be implemented as part of that Phase of the development.

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.

17) The development shall be carried out in accordance with the following bay studies:

- SISC0-AAM-ZZ-ZZ-DR-AR-07400 P02, SISC0-AAM-ZZ-ZZ-DR-AR-07401 P02, SISC0-AAM-ZZ-ZZ-DR-AR-07402 P02, SISC0-AAM-ZZ-ZZ-DR-AR-07403 P02, SISC0-AAM-ZZ-ZZ-DR-AR-07404 P02, SISC0-AAM-ZZ-ZZ-DR-AR-07405 P02 and SISC0-AAM-ZZ-ZZ-DR-AR-07406 P02.

Reason – In the interest of ensuring the architectural intent of the development is delivered pursuant to policies EN1 and DM1 of the Core Strategy (2012).

18) Notwithstanding the Drainage Strategy Report prepared by Civic received by the City Council, as Local Planning Authority, (a) prior to the commencement of development a scheme for the drainage of surface water from the new development (Phases A, B and C) has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.
- The proposed connection to the Shooters Brook culverted watercourse is approximately 125m west of the site boundary. Approval from the relevant landowner(s) will be required to ensure that the connection can feasibly be made.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Development must be limited to greenfield runoff up to a 1 in 100-year event, including climate change allowance, to allow a new connection to the culverted watercourse.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the

1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753)

A Phase of the development shall be carried out in accordance with the agreed drainage strategy which shall be implemented prior to the first use of each Phase of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

19) (a) Prior to any above ground works associated with a Phase of the development, details of the hard and soft landscaping together with public and private realm works relating to that Phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species and planting within the public and private realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- (viii) Details of the siting, scale and appearance of boundary treatments.

(b). The approved details shall then be implemented and be in place prior to the first use of the development hereby approved.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority,

seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

The boundary treatment for a Phase shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on the Construction Phase, other than that shown on the approved plans.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

20) Prior to the first use of a Phase of the development, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the Phase of the development and remain in for the duration of the plan.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

21) Prior to the first use of the buildings within a Phase of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include the following:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 19.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Management and maintenance plan for the culverted ordinary watercourses which shall include confirmation of responsible party.

Post-construction culvert condition survey to confirm culvert integrity.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development in each Phase remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

22) Each phase of the development shall be carried out in accordance with the Environmental Standards Statement (including Energy Statement and BREEAM Pre-assessment) inc Energy and Carbon ProForma Buro Happold received by the City Council, as Local Planning Authority, on the 28 May 2025.

A post construction review certificate/statement for a building within a Phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that Phase.

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

23) Building C1 and C2 (within Phases A and B respectively) hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least an 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

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

26) Building C1 and C2 (within Phases A and B respectively) hereby approved shall achieve NABERS rating of at least an 5 Star. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

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

27) Prior to any above ground works associated with a Phase of the development, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of a Phase of the development, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the first use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

28)(a) Prior to the first use of ancillary spaces as follows within each Phase of the development:

- Podium across lower ground and upper ground floors to form flexible commercial space (Class E and/or Sui Generis drinking establishment) (Phase A);
- Podium across lower ground and upper ground floors to form flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment) (Phase B),
- Railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) (Phase C)

A scheme of acoustic insulation for those spaces within that Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

b) Prior to the first use of the spaces identified in part (a) of this condition within each Phase of the development, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the measures conform to those agreed in part (a).

c) In the event of non-conformity then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the first use of the spaces identified in each Phase can commence.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

29) The waste management arrangements for Phases A and B shall be carried out in accordance with the Operational Waste Strategy (and completed Waste Pro-Forma) Civic as received by the City Council, as Local Planning Authority, on the 28 May 2025. The development in each Phase shall be in place prior to the first use of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial, elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

30) The waste management arrangements for Phase C shall be carried out in accordance with the Operational Waste Strategy (and completed Waste Pro-Forma) Civic as received by the City Council, as Local Planning Authority, on the 28 May 2025 and drawing received on the 8 July 2025. The development in Phase C shall be in place prior to the first use of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial, elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

31) Prior to the first use of ancillary spaces as follows within each Phase of the development:

- Podium across lower ground and upper ground floors to form flexible commercial space (Class E and/or Sui Generis drinking establishment) (Phase A);
- Podium across lower ground and upper ground floors to form flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment) (Phase B),
- Railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) (Phase C)

A scheme for the extraction of any fumes, vapours and odours from those spaces shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - To ensure appropriate fume extraction is provided for the commercial spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

32) Prior to the use of a building in each Phase of the development, full details of a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved

scheme shall be implemented in full prior to the first use of that building in the Phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment and river corridor the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

33) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

34) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for all Phases of the development:

07:30 to 20:00, Monday to Saturday,
Sunday/Bank Holiday 10:00 to 18:00.

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

35) Prior to the first use of ancillary spaces as follows within each Phase of the development:

- Podium across lower ground and upper ground floors to form flexible commercial space (Class E and/or Sui Generis drinking establishment) (Phase A);
- Podium across lower ground and upper ground floors to form flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment) (Phase B),
- Railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) (Phase C)

A schedule of opening hours for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless otherwise shown to be acceptable as part of planning condition 28.

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

36) Prior to the first use of ancillary spaces as follows within each Phase of the development:

- Podium across lower ground and upper ground floors to form flexible commercial space (Class E and/or Sui Generis drinking establishment) and roof terraces (Phase A);
- Podium across lower ground and upper ground floors to form flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment) and roof terraces (Phase B),
- Railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) (Phase C)

Details of any external areas associated with these spaces (including an Operating Schedule) within that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in that building and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building unless shown to be acceptable as part of condition 28.

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

37) The following spaces:

- Podium across lower ground and upper ground floors to form flexible commercial space (Class E and/or Sui Generis drinking establishment) (Phase A);
- Podium across lower ground and upper ground floors to form flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment) (Phase B),
- Railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) (Phase C)

Shall remain as shown on the approved plans and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

38) The commercial spaces are as follows:

- Podium across lower ground and upper ground floors to form flexible commercial space(Phase A);
- Podium across lower ground and upper ground floors to form flexible commercial and community uses (Phase B),
- Railway Viaduct arches to form flexible commercial units (Phase C)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as a

- (Class E and/or Sui Generis drinking establishment) (Phase A) (excluding convenience retail);
- (Class E, F2 and/ or Sui Generis drinking establishment) (Phase B) (excluding convenience retail)
- (Class E, and/ or Sui Generis - drinking establishment) (Phase C) (excluding convenience retail)

and for no other purposes of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

39) The development shall be carried out in accordance with the Crime Impact Statement received by the City Council, as Local Planning Authority, on the ????. The development shall only be carried out in accordance with these approved details. Prior to the first use of a building in a Phase of the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation for that building.

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

40) Prior to the first use of a building within a Phase of the development, a Travel Plan Framework for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of a building within a Phase, a Travel Plan for that building which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

41) The following cycle provision shall be made available prior to the first use of each Phase of the development

- Phase A: 148 spaces
- Phase B: 269 Space

The approved details shall be implemented and made available upon first use of the a building within Phase and thereafter retained and maintained in situ.

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

42) The development shall make provision for 3 accessible car parking spaces as per the design and access statement received by the City Council, as Local Planning Authority, on the 28 May 2025.

Prior to any above ground works, details of EV charging for the spaces shall be submitted for approval in writing with the City Council, as Local Planning Authority. The EV charging shall be implemented and be in place prior to the first use of the accessible spaces.

Reason - In the interest of delivering sufficient car parking at the development to appropriate standards pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the commencement of the service tunnel in Phase A, further details are required to be provided to determine if there is sufficient height clearance of an MCC

refuse vehicle in the tunnel. A vertical swept-path should be provided to demonstrate this and any mitigation required.

The details shall then be implemented as part of the development and be in place prior to the first use of Phase A.

Reason – To ensure sufficient arrangements are put in place for servicing pursuant to policy DM1 of the Manchester Core Strategy (2012).

44) Prior to the cycle route being put in place as part of Phase C on Altrincham Street, the following details shall be submitted for approval in writing by the City Council, as Local Planning Authority.

- Details of how cyclists will transition between the western section of the proposed cycleway at Altrincham Street and Sackville Street. o
- How northbound cyclists would safely continue their journey northbound past Altrincham Street.

The details shall then be implemented as part of the development and be in place prior to the first use of Phase C.

Reason – To ensure sufficient arrangements are put in place for servicing pursuant to policy DM1 of the Manchester Core Strategy (2012).

45) Prior to the commencement of a Phase, a strategy and relevant timescales for the implementation of highways works relevant to that particular Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where relevant, this shall include the following:

- localised TRO refreshment works (extent of area to be considered should be agreed);
- Provision of a new servicing, taxi and disabled access from London Road ('Mill Lane') supported by appropriate TRO amendment to extend around the access.
- Adequate levels of visibility including ensuring that surrounding landscaping is maintained at a height not exceeding 600mm to retain visibility. o
- Bollards at Mill Lane are positioned before the pedestrian/cycle path and are adequately set back from London Road.
- Any redundant site access points to be reinstated with full footway provision and footway resurfacing/renewal will be required where appropriate.
- Tactile paving and dropped kerbs will be required across any site access point and at junctions within the vicinity of the site.
- Section 278 tie-in works between the adopted highway and the private areas of improved cycle/pedestrian provision along London Road.
- The west and east ends of Altrincham Street and the south end of Echo Street will be bollarded to prevent motor vehicles entering the public realm.
- London Rd/Service access tactile paving to be introduced at detailed design.
- Visibility at site London Rd/Service access: Appropriate visibility play demonstrated

- Modified TRO scheme that ensures safe and efficient servicing operations in conjunction with applicant at Echo Street;
- Stopping Up of Altrincham Street including that public pedestrian and cycle access will be retained at all times;
- Emergency vehicle access will be permitted along Altrincham Street with occasional servicing access. Vehicle access will be granted by retracting bollards
 - the bollards will be located such that a vehicle can turn off London Road and wait for the bollards to retract without protruding onto London Road.

The approved scheme and relevant timescales for implementation of each element of works shall be implemented and be in within the agreed timescale.

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

46) Prior to the first use of a Phase of the development a Delivery, Servicing and Taxi Management Strategy for the Buildings in the Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery/taxi activities across all the buildings are co-ordinated to ensure efficient use of the proposed loading bays and service yard.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first use of each Phase of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

47) The development shall be carried out in accordance with the TV report prepared by Pager Power received by the City Council, as Local Planning Authority, on the 28 May 2025

Within one month of the practical completion of Phases A and B of this development, and at any other time during the construction of a Phase of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before that Construction Phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level

and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

48) Prior to the first use of a Phase of the development, details of bird and bat boxes to be provided (including location and specification) in the Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the Phase and thereafter retained and maintained in situ.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

49) Prior to the first use of a building in a building in a Phase of the development, a building signage strategy for external facades and commercial frontages for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In accordance with the principles outlined in the Design and Access Statement received by the City Council, as Local Planning Authority, on the 29 November 2024, all commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness.

The signage strategy will include timescales for implementation as part of each building.

The approved strategy shall then be implemented for that building and used to inform any future advertisement applications for the building.

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

50) The development hereby approved shall include for accessible routes within the public realm and communal walkways and via the main entrances and to the floors above.

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

51) Where roller shutters are proposed to either Building, these should be fitted internally to the premises and the details agreed and implemented with the City Council, as Local Planning Authority prior to the installation of the shutters and thereafter retained and maintained in situ

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

52) Prior to the first use of a building within Phase A and B of the development, details of the siting, scale and appearance of the solar panels to the roof of that building (including cross sections) shall be submitted to the City Council, as Local

Planning Authority. The approved details shall then be implemented prior to the first use of the building in that Phase and thereafter retained and maintained in situ.

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

53) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation (in buildings C1 and C2) shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

54) Prior to the commencement of the Construction Phase, full details of the existing and proposed levels in that Phase (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

55) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

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

56) Prior to the commencement of a Phase of the development, details of the siting, scale and appearance of boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

57) Prior to any above ground works associated with a Phase, details of how the landscaping between the adjacent phase boundaries shall be treated, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include timescales for completing the landscaping including any temporary arrangements and finishes should that be necessary. The approved details shall be implemented as part of the development.

Reason - to ensure there are satisfactory arrangements in place between the adjacent ownership boundaries to complete a comprehensive landscaping scheme including any short term temporary arrangements pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

58) Notwithstanding the Wind Chapter within Volume 1 of the Environmental Statement received by the City Council, as Local Planning Authority, on the 28 May 2025, prior to any above ground works associated with a Phase of the development, full and final details of the wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include siting, scale and appearance of any screens, siting, scale and species of any trees, hedges and planting.

The approved details shall be implemented and be in place prior to the first use of a Phase of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – In order to ensure appropriate wind mitigation is put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

59) Prior to the first use of a Phase of the development a Event Management Strategy for each Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy shall include:

- A scaled layout plan showing the proposed extent of an external areas to be used for events, including layout of furniture and demarcation of the area;
- Operating hours for internal and external areas;
- Number of Events within external areas (Major and Minor Events) and estimated capacity;
 - For Major events, there shall be no more than 30 per year
- An appropriate acoustic report which supports the use of amplified music;
- Dispersal and crowd management arrangements;
- Management arrangements for noise including use of limiters and other sound mitigation measures.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first use of each Phase of the development and thereafter retained and maintained in operation.

If any noise at the development hereby approved, when in use, causes and amenity concerns which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme of mitigation measures to minimise noise shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - To ensure appropriate servicing management arrangements, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

0) 1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) The applicant is advised that the application site is located within close proximity to land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b route. As such, the applicant is advised to monitor future Government announcements on this subject."

6) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:

Licensing - Permission to work on the highways - Section 278 agreements |
Manchester City Council

7) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

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

9) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

10) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);

- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

11) With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail's Asset Protection prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could oversail onto Network Rail air-space and potentially impact any over-headlines, or drop materials accidentally onto the existing infrastructure. Crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.

- Network Rail will need to review and agree all excavation and earthworks to determine if the works impact upon the support zone of our land and infrastructure as

well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:

- o Alterations to ground levels
- o De-watering works
- o Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. Alterations in loading within proximity of the railway boundary must be agreed with Network Rail.

- Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Drainage works could also impact upon culverts on developers land. Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

To note are: The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays. Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration. Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration

Network Rail may need to conduct emergency works on the existing operational railway line and equipment which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends. Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for project or emergency works. The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.

The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey. o Any assessments required as a part of CDM (Construction Design Management) or local planning authority planning

applications validations process are between the developer and their appointed contractor. o Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority. o Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken in proximity of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA. For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.
AssetProtectionLNWNorth@networkrail.co.uk

Conditions to be attached to Listed Building Consent 143060/LO/2025 (Arches)

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

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

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

Drawings

SISC0-AAM-ZZ-ZZ-DR-AR-07601_P01 received by the City Council, as Local Planning Authority, on the 23 May 2025

SISC0-AAM-ZZ-ZZ-DR-AR-07603_P02, SISC0-AAM-ZZ-ZZ-DR-AR-07604_P02, SISC0-AAM-ZZ-ZZ-DR-AR-07206_P02 and SISC0-AAM-ZZ-ZZ-DR-AR-07602_P02 received by the City Council, as Local Planning Authority, on the 18 September 2025

Design and Access Statement, Planning Statement and Heritage Statement received by the City Council, as Local Planning Authority, on the 23 May 2025

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.

3) The alteration to the Viaduct Arches hereby approved shall not be undertaken before and until a main building works contract for the carrying out of the building works as specified as Phase C in planning permission 143024/FO/2025 have been entered into. The evidence of that main building contract should be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the works being undertaken.

Reason - In order to prevent the works to the listed structure taking place without realising the public and heritage benefits associated with the redevelopment of the site pursuant to policy EN3 of the Manchester Core Strategy and saved DC19 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework.

4) Prior to the commencement of works to install any relevant mechanical and electrical (M & E) installations (including ventilation, CCTV and lighting) within the arches detailed plans, method statement and specification showing the location, profile, fixing, sections and suitable samples, where necessary shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include details of the removal, alterations and repair of the historic fabric of the building.

The development shall then be carried out in accordance with the details approved and thereafter be retained as approved throughout the life of the development. Should the M & E no longer be required, they should be removed and the elevations should be made good following a scheme previously approved in writing by the City Council, as Local Planning Authority.

Reason:- To ensure the M & E at the development does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

5) Prior to the removal of areas of historic fabric to facilitate the arch openings, a detailed method statement and specification for the removal, alteration and repair of the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods the removal of the structure (including use of appropriate equipment), details of how to avoid damaged to the historic fabric and details, including materials, how the historic fabric will be made good.

The removal must be carried out in accordance with this method statement and specification. The approved details shall then be implemented as part of the

development and be completed prior to the first use of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure that the removal is done so in a manner which does not harm the fabric of the Listed structure and to ensure that the resulting condition of the revealed is repaired appropriately within a suitable time frame and that the new interventions are appropriate to the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

6) Prior to the installation of the proposed shop front to the commercial units within the arches, a detailed method statement detailing how the shop front shall abut/fix to the historic fabric (including appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this should include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the commercial units.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG

7) (a) Notwithstanding drawing SISC0-AAM-ZZ-ZZ-DR-AR-07603 Rev 01 received by the City Council, as Local Planning Authority, prior to any works internally to the arches, a detailed condition survey of the of the internal aspects of each arch shall be carried out. This shall include details of an damp or water ingress and full options appraisal for the repair including keep the internal aspects of the arch exposed (i.e. not lining it).

Demountable waterproofing / drainage arch lining will only be considered in the event it has been demonstrated that it is necessary and appropriate to do so and the impacts of the listed fabric have been minimised.

(b) Upon completion of the survey outlined in part (a) the final solutions for repair of the internal aspects of the arches (including fire curtain) shall be submitted for approval prior to any internal works to the arches. This shall include appropriate sections, methods of repair and use of materials.

(c) The development shall be carried out in accordance with the approved details.

Reason – In the interest of understanding further the condition of the arches and extent of repairs on an individual basis and that the works expose as much of the

internal aspects of the arches as possible avoiding any unnecessary harm pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

8) (a) Notwithstanding drawing SISC0-AAM-ZZ-ZZ-DR-AR-07603 Rev 01 received by the City Council, as Local Planning Authority, prior to the installation of the freestanding mezzanine, details shall be provided as to how the structure should be fixed to the floor of the listed building.

This shall include details of the removal, alterations and repair of the historic fabric of the building.

The development shall then be carried out in accordance with the details approved and thereafter be retained as approved throughout the life of the development. Should the mezzanine no longer be required, they should be removed and the elevations should be made good following a scheme previously approved in writing by the City Council, as Local Planning Authority.

Reason:- To ensure the mezzanine at the development does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

9) Prior to any masonry or metal work (including to steel plats and ties) taking place to the front façade of the arches, a detailed method statement and specification for the repairs shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The removal must be carried out in accordance with this method statement and specification.

Reason - To ensure that the removal is done so in a manner which does not harm the fabric of the Listed structure and to ensure that the resulting condition of the revealed is repaired appropriately within a suitable time frame and that the new interventions are appropriate to the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

10) Prior to the first use of each arch, tenant fit out strategies for each arch or confirmation no fit out works are proposed for an archway, shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt locations of toilets, kitchen units and other areas of similar uses should be confirmed, additionally, it should be noted that this does not supersede the need for an application for listed building consent for any alterations to existing building fabric or the subdivision of spaces within those units.

Reason- In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance

with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

11) Prior to the installation of any new hard and soft landscaping around the listed arches, a detailed method statement and specification of detailing how the hard and soft landscaping would be installed around the arches shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this should include any alteration to the historic fabric, materials to be used, finishes and methods to avoid damage to the structure.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first use of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and where new material abuts to Listed fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

Informative

This consent should not infer and Listed Building Consent for signage attached to the listed building. A separate LBC should be applied for if signage is to affect the fabric of the listed building.

Conditions to be attached to Listed Building Consent 143025/LO/2025 (Hollaway Wall)

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

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

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

Drawings

SISC0-AAM-ZZ-ZZ-DR-AR-07610 P01 , SISC0-AAM-ZZ-ZZ-DR-AR-07611 P01, SISC0-AAM-ZZ-ZZ-DR-AR-07612 P01 and SISC0-AAM-ZZ-ZZ-DR-AR-07613 P01 received by the City Council, as Local Planning Authority, on the 23 May 2025.

Design and Access Statement, Planning Statement and Heritage Statement received by the City Council, as Local Planning Authority, on the 23 May 2025

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.

3) The alteration to Hollaway Wall hereby approved shall not be undertaken before and until a main building works contract for the carrying out of the building works as specified as Phase B in planning permission 143024/FO/2025 have been entered into. The evidence of that main building contract should be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the works being undertaken.

Reason - In order to prevent the works to the listed structure taking place without realising the public and heritage benefits associated with the redevelopment of the site pursuant to policy EN3 of the Manchester Core Strategy and saved DC19 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework.

4) Prior to the alteration of the wall, a detailed method statement and specification for the alteration to the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods for the alteration (including use of appropriate equipment), extent of fabric removal, stabilisation of foundations, details of how to avoid damaged to the historic fabric and details, including materials, how the historic fabric will be made good.

The removal must be carried out in accordance with this method statement and specification. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure that the alterations are done so in a manner which does not harm the fabric of the Listed structure pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

5) Prior to the alteration of the wall, a detailed method statement and specification for the cleaning, repair and maintenance of the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods the of cleaning (including use of appropriate equipment), details of methods and materials for any repairs and how the historic fabric will be made good.

The cleaning, repair and maintenance must be carried out in accordance with this method statement and specification. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure that the cleaning, repair and maintenance removal is done so in a manner which does not harm the fabric of the Listed structure pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

6) Prior to the alteration of the wall, a detailed method statement and specification to prevent deterioration and damage to the listed structure as a result of being able to

walk over the structure, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods for the ongoing maintenance of the structure and review periods to ensure ongoing repair.

The method statement to prevent deterioration shall be implemented in accordance with this method statement and specification and ongoing repairs shall be carried out in the timescales specified (or at such a point requested by the City Council, as Local Planning Authority).

Reason - To ensure that the listed structure does not deteriorate further by being able to walk over it pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

7)Notwithstanding drawing
SISC0-AAM-ZZ-ZZ-DR-AR-07611 P01 received by the City Council, as Local Planning Authority, on the 23 May 2025, a detailed method statement, specification and location plan for the alteration to the southern listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include methods for removal (including use of appropriate equipment), extent of fabric removal, creation of new foundations and use of materials.

The removal must be carried out in accordance with this method statement and specification. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure that the alterations are done so in a manner which does not harm the fabric of the Listed structure pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

8) Prior to the installation of any new hard and soft landscaping around the listed wall, a detailed method statement and specification of detailing how the hard and soft landscaping would be installed around the wall shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this should include any alteration to the historic fabric, materials to be used, finishes and methods to avoid damage to the structure.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first use of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and where new material abuts to Listed fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/PPG.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 143024/FO/2025 held by planning or are City Council planning policies, Places for Everyone, the Manchester Core Strategy and the Unitary Development Plan for the City of Manchester, national planning guidance documents, relevant decisions on other applications or appeals, or other documents relevant to the consideration of this application, copies of which are held by the Planning Division. These are background documents and copies are available up to 4 years after the date of the meeting.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Planning Casework Unit
Network Rail
Environmental Health
MCC Flood Risk Management
Highway Services
Work & Skills Team
Greater Manchester Ecology Unit
Active Travel England
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
High Speed Two (HS2) Limited
Manchester Airport Safeguarding Officer
National Amenity Societies
Transport For Greater Manchester
United Utilities Water PLC
Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
High Speed Two (HS2) Limited
Active Travel England**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk

