Planning Statement
Proposed Development at The Green, St John's, Manchester

Client:
St John's Estate Ltd

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1. Introduction

1.1 This Planning Statement has been prepared on behalf of the applicant, St John's Estate Ltd. The application seeks consent for an outdoor seating area, installation of outdoor screen, bar, and other associated works. Works have already commenced on the development and it is intended the development will remain in place for a five year period. Ass such the description of development is:

"Retrospective planning application for construction of flexible outdoor seating area, outdoor screen, bar, and other associated works (for a temporary five year period)"

THE PROPOSALS AND CONTEXT

1.2 The application site is covered by the St John's Masterplan which has been endorsed by the Council through the St John's Strategic Regeneration Framework. The site is within Enterprise City, the commercial focus of the St John's neighbourhood.

1.3 In 2016, planning consent was granted for the refurbishment of the Bonded Warehouse, adjacent to the site to the south (ref 109241/FO/2015/C1), which is now in active use as vibrant workspaces. Over the intervening years, St John's has emerged and is well on the way to becoming a new Manchester neighbourhood built around enterprise, culture and living. It includes the city's landmark cultural venue, Aviva Studios, also known as Factory International.

1.4 More recently planning permission was granted for the retention of covered area for flexible commercial uses (Class E) and drinking establishment (Sui Generis), together with entrance gate and other associated works for a temporary period of three years (ref 144665/FO/2025) on land adjoining the application site. For clarity the café referenced in the previous application is now intended to be used as a bar in the proposals which are the subject of this planning application.

1.5 Other recent openings include Manchester Goods Yard, home to Booking.com, Cloud Imperium Games, Peak AI and Fenix restaurant) and Globe and Simpson (occupied by WPP Group, the world's largest advertising company). The area's transition is underway.

1.6 While the area has developed tangibly, the neighbourhood is an ambitious endeavour and will take several years to complete. There is also a lack of convenient daytime facilities onsite to cater to the new influx of workers and those passing through.

PURPOSE OF THE PLANNING STATEMENT

1.7 This statement describes the proposals and examines the planning considerations which they raise. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, determination of the planning application must be made in accordance with the development plan, unless material considerations indicate otherwise.

1.8 This statement should be read in conjunction with the other documents submitted with the planning application. These are detailed in the next section.

CONTENT OF PLANNING APPLICATION

1.9 In order to evidence that the design has evolved from a full understanding of the physical and policy context, including social, economic and environmental sustainability considerations, and to demonstrate that it will be suitably managed once operational, this planning application is supported by this Planning Statement and the following documents:

- Noise Assessment.
- Transport Statement.
- Operational Method Statement.
- Waste Management Pro Forma.

1.10 The application is also supported by a full set of plans and elevations.

STATEMENT STRUCTURE

1.11 The remainder of this statement:

- **Section 2 -** Provides context and describes the site and its surroundings alongside details of any relevant planning history and consultation.
- **Section 3 -** Describes the development proposals in detail.
- **Section 4 -** Outlines the Development Plan framework, relevant national policy guidance and any material considerations.
- **Section 5 -** Provides a detailed analysis of the main planning considerations and a summary of technical reports.
- **Section 6 -** Concludes by summarising the main points raised in this document.

2. Development Context

2.1 This section briefly describes the site, its surroundings and local setting, and outlines the relevant planning history of the site.

SITE AND SURROUNDINGS

2.2 The site comprises land located between Grape Street and Good Yards Street. It is located north of the Bonded Warehouse and Stables. The land is not adopted highway and is in private ownership. It was formerly part of the Granada television studios site. The requirement for filming to be private led to Grape Street being blocked off at its junctions with Atherton Street and Lower Byrom Street to prevent members of the public gaining access.

2.3 The site is located within the St John's Masterplan, endorsed by the Council through the St John's Strategic Regeneration Framework. This ambitious endeavour is well on the way to becoming a new Manchester neighbourhood built around enterprise, culture and living. The commercial heart has become known as Enterprise City.

2.4 To the north of the site, Manchester Goods Yard and Globe and Simpson have recently opened, providing high quality office space to prominent companies and Fenix restaurant. Development is progressing to convert the Old Granada Studios building into a cultural destination with a hotel, residential apartments, workspaces, event spaces, production and recording studios, and a mix of bars, cafes and restaurants. Beyond, there are offices to either side of Quay Street, and beyond, the offices of Spinningfields.

2.5 Adjacent to the south is the Bonded Warehouse, which has been converted into workspaces for small to medium sized businesses, including retail and event spaces. To the south is the Science and Industry Museum, beyond which are the leisure and residential uses of Castlefield. Beyond Lower Byrom Street to the east are residential dwellings and St John's Gardens, a pocket park.

SITE ACCESSIBILITY

2.6 The site is in a highly accessible, city centre location. Deansgate Station is 650m away, providing heavy and light rail options across Greater Manchester and beyond. The Metroshuttle bus service provides free travel around the city centre, with destinations including the bus stations at Piccadilly Gardens and Shudehill, and the city centre railway stations.

2.7 The site is approximately 600m from the Manchester and Salford Inner Ring Road which provides routes to the main motorway network and across the North West. The city centre benefits from many car parks, with multi-storey structures nearby at Spinningfields, First Street and Manchester Central.

2.8 Manchester is a highly walkable city and lends itself to cycling. The employment, retail, leisure and cultural facilities of the city are within easy reach of the site.

HERITAGE DESIGNATIONS

2.9 The site is located in the Castlefield Conservation Area. The significance of the Conservation Area relates to the presence of structures reflecting the industrial development of this part of Manchester, and the area's associations with the Roman period. There are several designated and non-designated heritage assets nearby. The principal listed structures are the Bonded Warehouse which was listed at Grade II in July 2018; and the Manchester Museum of Science and Industry / Former Lower Byrom Street Warehouse, also listed at Grade II. Heritage is covered in more detail in Section 5 of this report.

STATUTORY DEVELOPMENT PLAN

2.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, local planning authorities must make their determination in accordance with the development plan unless material considerations indicate otherwise. The development plan relating to the site currently consists of the Manchester Core Strategy (2012) and the Saved Policies of the Manchester Unitary Development Plan (UDP, 1995) in addition to the Places for Everyone Joint Development Plan Document (2024).

SITE DESIGNATIONS

2.11 The site is located within the City Centre (Policies CC1-10), the Regional Centre (Policy EC3) and a Conservation Area (Policy EN3). Section 4 below includes a comprehensive overview of the relevant Development Plan policies. The scheme's response to these policies is considered in Section 5.

3. Description of Proposed Development

3.1 The preliminary sub-sections of this Statement have already touched upon the context and content of the application.

3.2 The application seeks consent for an outdoor seating area and the installation of a screen. The screen will be used to show sporting and entertainment events to support the existing commercial uses within St John's. The site layout plan shows the extent of the development in relation to the nearest roads, surrounding land uses and wider area. Careful thought has been given to ensure that the proposed scheme works with the surrounding buildings and respects both wider views of the development and its more immediate surroundings.

ACCOMMODATION

3.3 The development will deliver a Sui Generis use. The intention is for one fixed unit to be used as a bar, and this was approved under a previous planning application with an alternative commercial use. The unit will have a floorspace of 46m^2 but will be used for serving drinks only with no public access to the building.

LAYOUT

3.4 The development will be located between Grape Street and Good Yards Street. The new development will activate both locations, and interface with the active frontages of the warehouse and stables. A screen will be positioned on the side elevation of Versa Studios. Seating areas will then be positioned on artificial grass to provide space for visitors to sit and use the space, including when the screen is not in operation.

SCALE AND DESIGN

3.5 The proposals include the creation of a new seating area and installation of a screen. The seating area reflects the wider use of the public realm in St John's. The screen is located on the side elevation of Versa Studios and is appropriately positioned in terms of the impact on the surrounding area.

3.6 The proposed development has been thoughtfully designed to respond to its surrounding context, ensuring it integrates well with the existing built environment.

PARKING AND ACCESS

3.7 Manchester is a highly walkable city and lends itself to cycling. The employment, retail, leisure and cultural facilities of the city are within easy reach of the site.

3.8 No car parking will be provided in relation to the proposals, given the highly sustainable location. There are multi-storey car parks locally, the closest being 320m away in Spinningfields.

3.9 The site is well provided with public transport options. Deansgate Station is 650m away, providing heavy and light rail options across Greater Manchester and beyond. The Metroshuttle bus service offers free travel around the city centre, with destinations including the bus stations at Piccadilly Gardens and Shudehill, and the city centre railway stations. There are bus stops providing a range of services close to the site, on Quay Street, Liverpool Road and Deansgate.

OPERATIONS

3.10 The submitted Operational Management Strategy has been prepared by Allied London. It covers hours of use, staffing, noise management, the management of outdoor seating and dispersal. It will ensure that amenity is upheld for those using the site and those who live and work nearby. In terms of opening hours, flexible hours are sought for the development between 7am-11pm, and this will be dependent on the activities taking place on the site.

3.11 General and recyclable waste will be stored in the dedicated refuse storage area on the eastern end of Grape Street. Waste receptacles will be provided for customers and emptied regularly by staff. The quantum of bins is detailed in the submitted waste pro forma. Roadside collection will be arranged by the management. Bins will be taken to the roadside collection point a short time before pick-up, and vehicles will access the site via Atherton Street.

3.12 Soft wheeled trollies are to be used to minimise noise in the transport of deliveries. In this way, any potential for disturbance from deliveries and waste collection are to be minimised.

4. Planning Policy

PLANNING AND COMPULSORY PURCHASE ACT 2004

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.

4.2 This chapter therefore considers the relevant national planning policy and guidance which form a material consideration in the determination of this application, and the development plan which consists of the Manchester Core Strategy (2012), the Saved Policies of the Manchester UDP (1995) and the Greater Manchester 'Places for Everyone' Joint Development Plan (2024).

NATIONAL PLANNING POLICY FRAMEWORK

4.3 The National Planning Policy Framework (NPPF) provides a framework within which locally prepared plans for development can be produced. It is a material consideration in planning decisions.

4.4 The NPPF has a clear presumption in favour of sustainable development at its heart. The presumption in favour of sustainable development means that local planning authorities should, without delay, approve development plans that accord with an up-to-date development plan, and where the relevant policies are out-of-date, granting permission unless other policies provide a clear reason for refusal or if any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

4.5 The NPPF requires local planning authorities to approach decisions on proposed development in a positive and creative way, working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development wherever possible.

4.6 Section 6 requires significant weight to be placed on the need to support economic growth and productivity including the wider opportunities for development. The guidance also requires planning policies to be flexible enough to accommodate needs

not anticipated in the plan; to allow for new and flexible working practices; and to enable a rapid response to changes in economic circumstances.

4.7 Section 7 seeks to ensure the vitality of town (and city) centres, and requires policy and decisions to support their role at the heart of local communities by taking a positive approach to their growth, management and adaptation. Policy should allow a suitable mix of uses, and allow centres to grow and diversify in a way that can respond to rapid changes in the leisure industry.

4.8 Section 8 seeks inclusive and safe places which allow mixed-use developments, active street frontages, and are safe and accessible. Local authorities should plan positively for the provision of shared spaces; community facilities such as local shops and meeting places and other services to enhance the sustainability of communities and residential environments; and ensure and integrated approach to considering the location of housing, economic uses and community facilities.

4.9 Section 9 of the NPPF seeks sustainable transport, with promotion of walking, cycling and public transport, environmental impacts taken into account, and well-considered patterns of movement which contribute to making high quality places. The NPPF states that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or severe cumulative highway impacts.

4.10 Section 11 requires planning decisions to promote an effective use of land, with as much use of previously-developed land as possible. Substantial weight should be given to the use of suitable brownfield land within settlements to meet identified needs.

4.11 Section 12 of the NPPF identifies good design as 'a key aspect of sustainable development'. Developments must function well over their lifetimes, be visually attractive with appropriate layouts, be sympathetic to local character whilst not discouraging appropriate innovation or change, establishing a strong sense of place, optimising the potential of the site and providing a high standard of amenity.

4.12 The NPPF is the latest in a sequence of similar policy statements recording successive governments' growing commitment to removing obstacles to investment, development and the creation of jobs. It is therefore an important consideration in the context of this proposal.

GREATER MANCHESTER 'PLACES FOR EVERYONE' JOINT DPD (2024)

4.13 The DPD provides a high level strategy for the city region. It encourages significant growth in jobs and housing in the core growth area which includes the city centre. Policy JP-Strat1 seeks to protect and enhance the economic role of the core growth area.

4.14 Policy JP-Strat2 seeks to strengthen the role of the city centre as the most significant economic location in the country, and states that it will continue to provide the primary focus for business, retail, leisure, culture and tourism activity. Policy JP-P4 identifies the city centre as a suitable location for retail and leisure uses.

MANCHESTER CORE STRATEGY (2012)

4.15 Manchester's Core Strategy was adopted in July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long term strategic policies for Manchester's future development and forms the framework against which planning applications will be assessed.

4.16 The Core Strategy identifies a series of Regeneration Areas which cover the whole city centre. The application site is located within the Left Bank. The Strategy confirms that the city centre is and will remain the largest driver of employment growth in the North West and the most significant focus for cultural activity and creativity in the north of England.

4.17 The Strategy however recognises that much remains to be done if the city centre is to remain competitive and that it will be important to ensure that investment in Manchester continues. Manchester City Centre is the primary economic driver in the city region and as such is crucial to its longer term economic success. The strategy identifies challenges for the city centre which include provision of sites for economic development.

4.18 The following Core Strategy policies are considered relevant to this application:

- Policy SP1: Spatial Principles
- Policy EC1: Employment and Economic Growth in Manchester
- Policy EC3: The Regional Centre
- Policy CC1: Primary Economic Development Focus: City Centre and Fringe

- Policy CC4: Visitors – Tourism, Culture and Leisure
- Policy CC5: Transport
- Policy CC7: Mixed Use Development
- Policy CC8: Change and Renewal
- Policy CC9: Design and Heritage
- Policy CC10: A Place for Everyone
- Policy C1: Centre Hierarchy
- Policy C10: Leisure and the Evening Economy
- Policy T1: Sustainable Transport
- Policy T2: Accessible Areas of Opportunity and Need
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN3: Heritage
- Policy EN19: Waste
- Policy DM1: Development Management

SAVED POLICIES OF THE MANCHESTER UDP (1995)

4.19 The Manchester Unitary Development Plan (UDP) was adopted in 1995 and some policies remain extant notwithstanding the adoption of the Manchester Core Strategy and the NPPF. The saved policies most relevant to this proposal are:

- Policy DC10: Food and Drink Uses
- Policy DC26: Development and Noise
- Policy RC20 Area 26: Quay Street/Deansgate/Liverpool Road/River Irwell

OTHER MATERIAL CONSIDERATIONS

4.20 Other material policy considerations include:

- National Planning Practice Guidance;
- St John's Strategic Regeneration Framework (2016 and 2014);
- Manchester City Centre Strategic Plan (2016); and
- Guide to Development in Manchester SPD (2007).

NATIONAL PLANNING PRACTICE GUIDANCE

4.21 The NPPG is a material consideration in the determination of planning applications. It states that good design is integral to sustainable development, and requires the creation of places that work well for everyone and are adaptable for the long term. It identifies key design issues including local character, safe efficient streets, crime prevention, access and inclusion, and cohesive and vibrant neighbourhoods. Developments should be functional, support mixed uses, adaptable, resilient, distinctive in character, permeable to movement.

4.22 Of particular relevance to this application is the Design: Process and Tools section. This states that well designed places can be achieved through proactive and collaborative working at all stages of the opening process. Good design is considered under the ten principles set out in the National Design Guide.

4.23 In relation to brownfield sites, local planning authorities should seek to work with interested parties to promote their redevelopment. To incentivise brownfield land being brought back into use, local authorities should take a flexible approach in seeking planning obligations and other contributions to ensure the combined total does not make the proposal unviable.

ST JOHN'S STRATEGIC REGENERATION FRAMEWORK (2016, 2014)

4.24 A Strategic Regeneration Framework was prepared for the St John's neighbourhood in 2014 and an update published in 2016. The original SFR sought to guide the redevelopment of the 13-acre site for a new residential-led, mixed-use neighbourhood over the following ten years. Key areas include delivering a best-in-class neighbourhood of choice which is a vibrant place for innovation, culture, entertainment, leisure and living. Development should be fully integrated into the urban fabric, retaining and reusing the site's key heritage assets and should complement rather than compete with the wider city.

4.25 The document seeks a complementary mix of uses which will combine to create a distinctive sense of place which ensures 'life and vitality' during evenings and on weekends.

4.26 A draft St John's Strategic Regeneration Framework Update was published in November 2016. It sought to take into account the significant progress that had been made towards achieving the aims of the original SRF, and the changes to the proposals such as the Factory cultural space. It also extended the SRF area to the south.

MANCHESTER CITY CENTRE STRATEGIC PLAN (2016)

4.27 The Plan reflects on successes and sets out a plan for further growth. It identifies the functions of the City Centre as a driver of economic growth and major employment centre; an increasingly popular residential centre; a major visitor destination; and a place to spend leisure time. It reiterates the regeneration aims for St John's.

GUIDE TO DEVELOPMENT IN MANCHESTER SPD (2007)

4.28 This document is a material consideration in decision making and sets out the design principles and standards that the City Council expects new development to achieve. Part 1 of the SPD sets out design principles and standards including high quality developments that are safe, secure and accessible to all.

4.29 The SPD states that proposals should seek to ensure that the uses of buildings reflect their purpose and place. Development should enliven and define neighbourhoods and promote a sense of place. It should have regard for the location of sustainable public transport and its proximity.

4.30 Developments that remain flexible and allow for new users and functions will be supported. The SPD requires crime prevention measures such as informal surveillance, CCTV, good lighting and stewardship.

5. Planning Assessment

5.1 This Section considers the principal issues that are relevant to the application, starting firstly with general planning matters, and then setting out a heritage assessment including the impact on the setting of relevant heritage assets.

PRINCIPLE OF DEVELOPMENT

5.2 The principle of retail and hospitality use in this location under Use Classes E(a), E(b) and Sui Generis (p) are wholly suitable in policy terms. These uses comply with national policy which seeks to ensure the vitality of city centres by taking a positive approach to their growth and adaptation; and ascribes significant weight to supporting economic growth. The NPPF supports the effective use of land with substantial weight to be given to the use of suitable brownfield land within settlements to meet identified needs. Policy CC7 promotes the efficient use of land in the city centre and active 'ground floor' uses in appropriate locations such as this one.

5.3 The nature of the proposals align with policy, particularly in terms of the activation of a space which is subject to a broader regeneration programme. This complies with the Council's Core Strategy including Policies SP1, EC1, CC1 and CC4 which seek to direct a range of uses to the city centre in order to maintain its economic competitiveness and its vibrancy including leisure uses.

5.4 The proposal aligns with the Council's St John's Strategic Regeneration Framework, and contributes towards activating the area as the broader area strategy progresses. The temporary proposals will complement the redevelopment envisaged by the Framework, knitting together the emerging neighbourhood and benefiting the city as a whole. The development will bring economic, social and environmental benefits and contribute to the regeneration aspirations of the wider area.

5.5 The following sections will review the suitability of the proposed uses in more detail.

Food and Drink Uses

5.6 The principle of E(b) food and drink and Sui Generis (p) drinking establishment / bar uses in the city centre are suitable in policy terms by nature, being town centre uses. Leisure uses are recognised as contributing to the vitality of centres by national and local policy.

5.7 Policy EC1 supports uses in the city centre which contribute towards economic growth, provide an enhanced experience for commercial operators, and generate employment. This includes leisure and entertainment facilities. Policy CC1 identifies the city centre as a suitable location for commercially-led schemes including leisure facilities. It recognises that a range of uses including leisure and entertainment will support the development of a vibrant employment location which is attractive to employers, residents and visitors. The policy encourages the proposed uses in the city centre. As is evident from the information which supports this application, a very high quality offer will be delivered with careful attention to creating a unique customer experience.

5.8 The NPPF requires significant weight to be put on the need to support economic growth, and envisages dynamic city centres with a range of flexible uses.

5.9 The uses also support the broader vision for the area as an emerging residential and business location of choice. Food and drink uses are attractive ancillary facilities for residents and business operators, whilst demonstrating to investors that an area is vibrant and popular. The proposal therefore aligns with Policies SP1, EC1, EC3 and CC1 which seek to build on the city's success as a commercial location.

5.10 Policy CC7 seeks active uses on ground floors, and finds leisure uses suitable where the location has an established public function or is part of a development which will create this type of environment. The intention of the SRF is that the area becomes a more active, public space, and the proposal will contribute towards this, particularly at this interim stage in which more people are moving into the area, but the full range of supporting 'lifestyle infrastructure' is still emerging. The units have been designed to respond to this gap in food and drink options particularly for those working in the newly opened offices.

5.11 The proposal complies with Policy C10 by supporting the daytime and nighttime economies; by upholding residential amenity; and by being located in an area without a concentration of evening uses. The provision of suitable uses which appropriately activate a centre at all times of the day and night is also an aim of national policy.

5.12 The site is well suited to leisure uses, being very accessible and capable of being managed to a high standard with negligible impact on neighbour amenity. This is further addressed in subsequent sections of this chapter, covering noise and waste management.

DESIGN

5.13 The proposals have been well designed to purposefully activate Goods Yard Street and Grape Street, linking the locations visually, and interfacing with the active frontages of the Bonded Warehouse and Stables. The development is therefore in line with the design priorities of the NPPF and local Policies CC9, EN1 and DM1.

HIGHWAYS AND ACCESS

5.14 The development is predominantly intended to serve their immediate surroundings which are comprised of commercial and residential uses. There is good pedestrian infrastructure in the vicinity of the site with all roads having footways on both sides of the carriageway. All traffic signals in the area benefit from pedestrian crossing facilities with dropped kerbs and tactile paving.

5.15 The site and surroundings are served by the Metroshuttle free buses which provide convenient access to major activity centres in the city, along with other bus services. Deansgate Station is 650m away, providing rail options across Greater Manchester and beyond. The city centre benefits from many car parks, with multi-storey structures nearby at Spinningfields, First Street and Manchester Central.

5.16 The site is extremely accessible and benefits from a range of transport options. For this reason, no vehicular parking is to be provided onsite. This approach is wholly compliant with Policy T2 of the Core Strategy which states that new development in the city centre should provide a level of parking which reflects the highly accessible nature of the location and the realistic needs of users.

WASTE AND SERVICING

5.17 Waste bins are to be provided across the site for customer use. They will be emptied regularly by staff and the waste will be transferred to a dedicated refuse storage area. This is to be conveniently located at the eastern end of Grape Street. Roadside collection will be arranged by the management from Atherton Street.

5.18 The submitted Operational Management Strategy confirms that servicing will be undertaken so as to uphold amenity, with deliveries at suitable times of day to minimise any disruption.

5.19 Deliveries, waste management and refuse collection are appropriate for the scale of the development, and can be undertaken in an efficient manner. The proposal will therefore comply

with Policies EN19 and DM1 which require the management of refuse in line with the waste hierarchy, and the upholding of residential amenity.

AMENITY

5.20 The scheme has been carefully designed so as to maximise security of users and staff, and to reduce any areas of risk. Physical measures will be complemented by an efficient management strategy which will be implemented by Allied London and the individual operators and occupiers.

5.21 The application is accompanied by an Operational Management Plan which covers the servicing and management of the uses including cleaning, maintenance, hours of operation, staffing, responsible sales of alcohol and dispersal in more detail.

5.22 The area will be covered by the St John's Estate CCTV system which is monitored at Spinningfields. Regular patrols are undertaken both day and night. On this basis, there is not currently an intention to staff the area with dedicated SIA door staff. However, the Plan confirms that a dynamic risk assessment will be undertaken by management with the designated premises supervisor to assess this. Estate management will hold regular meetings with local stakeholders and police to ensure security needs are aligned.

5.23 The document demonstrates that the uses can be successfully operated with no impact on amenity or operation of nearby uses. The development will therefore provide a safe and secure space as required by national policy and local Policies EN1 and DM1.

5.24 The application is also accompanied by a Noise Assessment undertaken by Sandy Brown Associates. It assesses the implications of noise generated by the proposal, including plant. The report sets out the methodology for noise monitoring undertaken at the site. The dominant noise source at the site was construction noise, with some less significant road traffic noise and external plant from the Science and Industry Museum.

5.25 Typical numbers of patrons are set out, and calculations carried out on the basis of half speaking at once. Predicted noise levels at the sensitive receptors are found to be lower than the recommended criterion during the day and significantly lower than the average ambient noise levels measured at the site during the day. This indicates a low risk of noise disturbance.

5.26 The survey demonstrates that the proposal is capable of meeting national and local policy requirements regarding amenity including Policy DM1.

6. Summary and Conclusions

6.1 This statement has described the proposal and set out the planning policy framework against which it is to be assessed. The proposal has been considered against the policies of the current development plan, and national government policies and guidance. It has been illustrated that the proposal conforms to the criteria they set out and that the principle of development is both sustainable and desirable.

6.2 The proposals will activate this part of the City Centre, supporting economic growth and contributing to the aims of the St John's Strategic Regeneration Framework produced by the Council, as well as area-specific policy covering the City Centre. The proposed scheme forms an integral element in the delivery of the wider Bonded Warehouse, Enterprise City and St John's proposals. It will provide suitable activation over a temporary period while construction progresses. The units will support the tenants who form part of the St John's community during this interim period.

6.3 The nature of the uses is fully suitable in this city centre location and aligns with policies seeking active uses which contribute towards economic growth and provide an enhanced experience.

6.4 The proposals will be well designed and will contribute to a sense of place. They will result in no harm to heritage assets or their settings. The operational management plan and noise assessment confirm that the uses can coexist with each other and with existing occupiers in this locality without any impacts on amenity.

6.5 This report clearly demonstrates that the proposed development is aligned with national policy and has policy support at the local level.

6.6 The NPPF makes it clear that there is a 'presumption in favour of sustainable development' running through the decision-taking process. The proposed development is consistent with the NPPF's core principles. The scheme has been designed to a very high standard and is in a sustainable, city-centre location.

6.7 We have illustrated that the application site is entirely suitable and appropriate for the proposed development.

6.8 Statute requires that this application be determined in accordance with the development plan unless material considerations dictate otherwise. This proposal satisfies all relevant national and local policy considerations.