

Application Number	Date of Appln	Committee Date	Ward
112034/FO/2016/C2	3rd Jun 2016	22nd Sep 2016	City Centre Ward

Proposal Creation of approximately 478 residential units (160 x 1 bed and 318 x 2 bed) and commercial space comprising , (a) Conversion and extension of existing 12 storey building to 15 storeys (The Tower) comprising residential accommodation (Class C3 123 units) above ground and first floor (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only)), , (b) Erection of 2 x 14-16 storey buildings (Blocks C and F comprising residential accommodation (Class C3 -136 units (C) and 209 units (F)) above ground and first floor (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), Building F and Tower to be linked by podium; and, (c) change of use of existing 1 storey building on stilts (The Bungalow) to (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), and hard and soft landscaping comprising central public square, commercial and retail terraces, private residents terrace and public/ private roof top gardens with car parking for 69 vehicles located at ground and first floor levels and associated works to facilitate servicing and access following demolition to existing teaching and library buildings,

Location Former Manchester Metropolitan University Aytoun Campus, Aytoun Street, Manchester, M1 3GH

Applicant Aytoun Street Developments Ltd, Chorlton SARL & Deansgate SARL, C/o Agent

Agent Ms Mel Wilson, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF,

Background

MMU has rationalised its Estate in Manchester as part of its 2020 Vision and has created a central campus at All Saints and Birley Fields bringing together functions from Didsbury, Hollings, Aytoun St and Elizabeth Gaskell. The Aytoun Street Campus was vacated in 2015 and the Applicants were selected as the successful bidders for the site in March 2014.

A Strategic Regeneration Framework (SRF) was endorsed by the Executive Committee on 3 June 2015 to ensure that the redevelopment of the site comes forward in a form which: delivers a high quality development; creates a new sustainable neighbourhood with a distinctive sense of place; and, is functionally and physically connected to the wider area. The SRF is a material consideration in the determination of this planning application.

The SRF boundary also includes two further areas of land that are not included within the current application site. These comprise the two Grade II Listed Buildings (Minto and Turner and Minshull House) and the adjacent Euro Car Park site. Proposals for the reuse of the two listed buildings are being prepared and will be the subject of applications later this year for apartments and commercial floorspace. The Euro Car Park site is not within the applicant's ownership.

Site Description and Context

The site measures 0.99 hectares, and is bounded by Minshull Street, Aytoun Street, Chorlton Street, the Minto Turner Building and the Rochdale Canal. It comprises the purpose built education buildings of MMU's Aytoun Street Campus including the former MMU Library, Amenity & Tower Block and an ancillary 1 storey building raised on stilts.

MMU had occupied the site since the 1960's. It was a campus form of development with little pedestrian permeability. Historically, the site accommodated a canal basin running southwards from the Rochdale Canal. The area around the application site contains a diverse mix of uses, building types and building heights. Whilst there are many historic former warehouse buildings, there are also a number of more modern developments focused around Piccadilly. The site contains mid-century mill buildings, a 1964 tower, education buildings and a library building from the 1990's and these elements collectively represent an expression of how a city is formed over time and demonstrates cycles of development.

In terms of variation in buildings heights, buildings on Canal Street ranging from 2 to 6 storeys whilst immediately to the east, offices at Piccadilly Place are 8 to 12 floors and the Hilton Double Tree Hotel is 9 storeys. The recently completed Holiday Inn on Aytoun Street is 8 floors and The Hub residential development at the junction of Aytoun Street and Whitworth Street is 11 storeys. A 20 storey hotel has been approved at 14-16 Piccadilly and 111 Piccadilly is 19 storeys.

To the north on the opposite side of Minshull Street is the Grade II* Listed Crown Courts and the Grade II* Listed London Road Fire & Police Station is to the south east. The Shena Simon Sixth Form College, Grade II, is located on the western side of Chorlton Street and the University of Manchester Sackville Building, Grade II, is to the south.



There is an established residential population within the area and a number of buildings have been converted to apartments. These include Regency House, Amazon House, 3 Brazil Street and 42-44 Sackville Street, all Grade II Listed, as well as Bombay House, 61-63 Whitworth Street and Sackville Place Apartments. There is student accommodation to the south east of the site within converted buildings on Whitworth Street/ Fairfield Street.

The site is close to Piccadilly and Oxford Road Railway Stations, Metrolink, Chorlton Street Bus Station, Metroshuttle services and is served by a wide range of bus services.

The Rochdale Canal forms part of the sites northern boundary and is a heritage asset. The tow path along the side of the Minto & Turner building is inaccessible to the public, restricting pedestrian access at canal level. There are two bridges crossing the Canal in the immediate vicinity to the site, at Minshull Street and Chorlton Street; between these bridges is Lock no. 86 (also Listed) and the canal widens, where the canal basin used to fall within the Site.

The buildings fronting the canal reflect the varied uses associated with the waterway such as yards, warehouses and merchants houses. Bars and restaurants are located across the Canal along Canal Street.

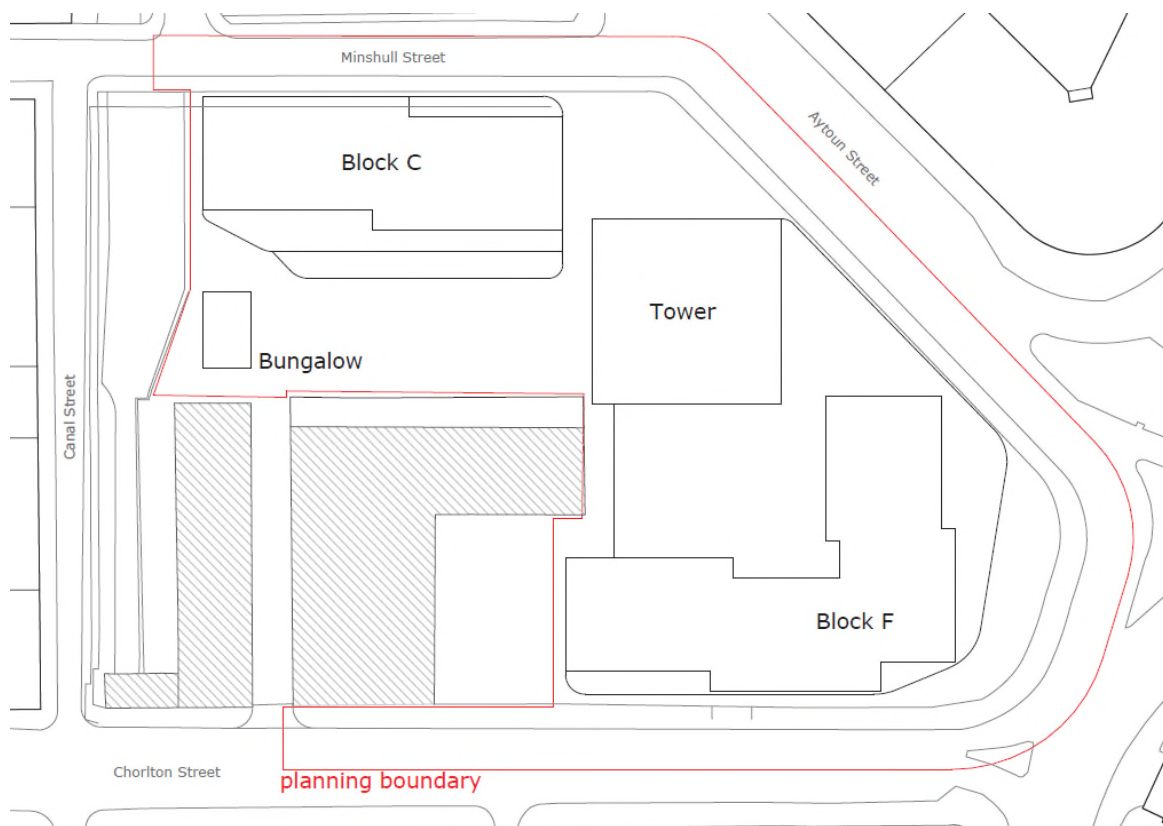
Description of Development

Consent is sought for the demolition of the existing teaching and library buildings for the development of 478 residential units (160 x 1 bed and 318 x 2 bed) and commercial space comprising:

- (a) Conversion and extension of the existing 12 storey building to 15 storeys to form 123 flats (Class C3) the 'Tower' with ground and first floor A1/ A2/ A3/ A4/ B1/D1 and D2 uses;
- (b) The erection of two 14-16 storey residential buildings, comprising 136 units in block C and 209 units in block F, with ground and first floor A1/ A2/ A3/ A4/ B1/D1 and D2 uses; and
- (c) change of use of the 1 storey building on stilts adjacent to Canal to A1/ A2/ A3/ A4/ B1/D1 and D2 uses.

The proposed buildings would be located around a landscaped public square which would front onto the Rochdale Canal. The proposals also include:

- commercial and retail terraces;
- private residents terrace and public/ private roof top gardens; and
- car parking for 69 vehicles and 478 (approx 6 spaces for every 10 bedrooms within the development) cycle parking spaces located at ground and first floor levels and accessed from Chorlton Street.



Block C would comprise 38 x 1 bed and 108 x 2 bed apartments;

Block F would comprise 55 x 1bed and 154 x 2 bed apartments; and

The Tower would comprise 65 x 1bed and 58 x 2 bed apartments

798 bedrooms on total

The apartments would be aimed at the Private Rental Sector (PRS) and managed by a single company and the vast majority would meet the interim Housing Design Standards. Apart from one 2 bedroom apartment type S4 (14 apartments) which is 58 sq. m and marginally (3 sq m) below design guide standards, approximately 97% of apartments meet the interim Housing Design Standards. Although the type of apartment is smaller it would still provide a high quality living space. The apartment would include a dual aspect living space with juliette balconies and two double rooms with built in storage.

A two storey podium would link Building F and the Tower at ground and first floor levels which would have a private residents garden on its roof accessible from both buildings. The second floor of block C would include a communal terrace but would not have direct access to the main private residents garden. Communal roof gardens for residents would be located on the fourteenth floor of block C and block F and residents of the Tower would have access to the roof garden in block F. Blocks C and F would also include some private roof gardens.

The leisure space would be aimed at independent retailers and would seek to attract a mix of artisan, independent and larger scale retailers. The objective is to create a neighbourhood feel and help to diversify the product offer in the city centre.

The facade would comprise rough textured brick work, steel and wood, dark vertical profiled metal cladding and horizontal concrete panels, profiled dark metal, and glazing. The facades would feature an architectural element comprising a projecting window which the architects refer to as a 'pixel' which would be positioned at intervals on the facades as well as an alternating window pattern. The roofs of block 'F' would include a series of 2 storey structures which are described in the application package as 'Dutch Houses'

The public realm and landscape design would consist of three elements :

Central public courtyard space – located at ground floor this would be located such that it would be 'discovered' through narrow passages carved out of the overall massing of the proposed buildings and Little David Street. This would measure 56m x 21m.



Communal resident's garden and terraces – Located on the 2nd floor.

Communal resident's roof gardens - Private roof gardens look outward over the city and the gardens below.

The highest point of the scheme is the Tower at 95m with the massing stepping down to its lowest point 78m towards the setting of the listed buildings, Canal Street and Rochdale canal.

Apartments would be rented within a model which provides an all-inclusive offer including rent, utilities, council tax, broadband and contents insurance as part of the base package for any apartment. The apartments would all be fully furnished (although tenants can request for any furniture to be removed if required), with every amenity installed to enable a resident to move in and immediately settle into life without the hassle of setting up utilities contracts and buying furniture.

Common refuse and recycling facilities would be provided within a dedicated bin store within the basements. The waste strategy has been developed separately for residential and commercial waste and residential and commercial waste will be stored and collected separately. Residential refuse stores would be centralised within the ground floor of each building and the stores have been sized to reflect the number of units serviced by each store. Residential collection will take place twice weekly, at designated lay-by locations (as agreed by MCC highways) and the management company will ensure that bins will be ready for collection prior to the refuse vehicles arrival. Refuse stores will be ventilated and designed to accommodate the appropriate amount of bins.

In support of the applications the applicants have stated the following:

The Applicant and project team are committed to delivering a sustainable development of the highest quality, which has the following important benefits:

- The development would be centred on a new landscaped public square that fronts the Rochdale canal. The scheme would contain everything needed for the an urban living experience encompassing high quality apartments, resident amenity spaces as well cafes, bars, restaurants and shops as part of the commercial units surrounding the square.
- It would deliver the next phase of the area's transformation, building upon initiatives which have already secured improvements to Piccadilly Gardens and Piccadilly Station and the surrounding environs but which have yet to deliver the full potential of the area, particularly as new opportunities emerge from the plans to deliver HS2 to Manchester and as part of the University of Manchester's plans to vacate their North Campus.
- The creation of a vibrant and creative mixed-use, residential led neighbourhood, enhancing the townscape and integrating the site with the surrounding area, transforming the environment and the appearance of this important gateway with new quality buildings and new public streets, squares and commercial and leisure uses;
- Provide a successful relationship between buildings and the surrounding streets, creating the opportunity for new site routes and a central public square fronting the Rochdale canal;
- Add to the life and vitality to the area; .

- Make a substantial contribution to the local economy. New homes are required to attract and retain residents and the ancillary uses would encourage activity and vitality and provide natural surveillance to the wider area.
- The development will meet an identified need for high quality residential accommodation within the City Centre.
- The development would be managed by Go Native an award winning property management and the 8th largest operator of PRS in the UK. They would provide a 24 hour per day, 365 day on-site service. Go Native would manage the full scope of property management including lettings, guest management, reactive and planned maintenance, estates, regulatory and statutory compliance, and health and safety. They currently provide this service across its entire portfolio, and utilise its own workforce to provide the day to day management and maintenance, supported by 3rd party specialists for complex M&E and plant maintenance.
- Direct job creation and supply chain job creation during and post construction phase

The applicant has confirmed that one of the commercial units would be made available on favourable terms to either a Doctor's or Dental Surgery should there be demand. Such a use would be entirely in accordance with those applied for and would be provide a facility for this part of the City Centre.

The main connection to the development will be fibreoptic broadband. There is likely to be a fibre connection to each block with a copper connection to each apartment.

The applicant engaged in pre-application consultation with adjoining owners and occupiers based around a public exhibition of the proposals. The applicant has also undertaken pre-application consultations with council officers, local members and statutory and amenity bodies.

A statement of Community Consultation has been submitted in support of the application and whilst this process has not led to any changes to the scheme the Statement sets out the development team's response to the comments made at pre-application stage.

Land Interest - The City Council has a land ownership interest in terms of the areas of public highways around the site that are contained in the site edged red and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified of the application. The development was advertised in the local press as a major development, accompanied by an Environmental Statement and affecting the setting of listed buildings and a conservation area. Site notices were placed adjacent to the site.

1 letter of objection and one other representation have been submitted

The basis of the objection / comments are as follows:

Concerns about:

- The high density of this development and its effect on the adjacent areas in terms of overshadowing and overlooking.
- The potential exacerbation of existing parking problems.
- Additional noise from already constant traffic of people and cars
- Loss of public space
- The visual domination of one of the few good view's of the city as people access the city from the A6 or Piccadilly station.
- That the buildings would be too tall and the height of the towers should be reduced to the height of the existing MMU Tower.
- That the proper description of the residential accommodation should be 'an 'apart' hotel' rather than 'residential'
- That there is no application for the Grade2 listed buildings.

Ward Members – A representation has been received from Cllr Peel who welcomes the proposal for public green space at the centre of the development and the commitment to the development of a thriving mixed use neighbourhood in an under-utilised area of the city. He also welcomes the detailed residential management plan which we always encourage developers to lay out in advance and the provision for secure cycle storage and Sheffield stands for visitors around the development.

He has requested that electric charging points and fibre optic broadband provision are included within the development.

However he raises concerns as with all large developments about the lack of commitment to affordable housing and cannot understand how a development with 478 residential properties cannot provide even a small percentage of affordable homes.

Places Matter –Commented on the application pre-submission as follows: It was noted that this proposal would give this area a new residential neighbourhood and

help to improve an area that is currently not well used. They appreciated the creation of a large green space in the centre of the site which would help to support the canal side walkway. They note that the ground floor spaces for cafes and other A3 uses would be active primarily in the evening and as such it would be beneficial to have space allocated to shared work spaces that would be used during the day. The presentation was lacking in terms the wider context within the neighbourhood and where the principal pedestrian routes are, for instance from Piccadilly Station coming through and moving west through the site and beyond. It was considered that this understanding would give a more compelling story for the rationale of the layout and a clear understanding of which are the primary and which the secondary routes to embed this scheme logically into a wider strategic analysis.

The retention of the existing tower block was welcomed however they felt that the relationship of the new buildings to the tower was not convincing as they appeared to be dominating it by their juxtaposition to it and are considered to be too similar in height to the retained tower. More play between the heights of the different blocks in response to the retained block would be welcome. The creation of more variation in the heights of the new blocks would present a less of the monolithic quality, particularly the northern building which appears solid and slab-like. Ways of expressing the facades of the new blocks using the same palette but differently in each one in order to give them more separate identities and make them more legible and individually should be explored.

The podium element was considered to be the least convincing and it is unclear why a resident would choose to sit outside at this level when there is a much larger green space being proposed at grade. They believe that the podium is likely to spend much of the day in the shade and would not be sought out as a destination. The south western section of the podium facing onto Aytoun Street was considered to be unnecessary and it was felt that the block would be better expressed as a continuous elevation down to grade and brought forward to the pavement. The podium is cutting off the ground floor and creating an overly large massing. It was felt that there should be more done to ensure this development responds to the very prominent neighbouring buildings, particularly at the southern end of the site. At present it is not responding to the tower at the end of Chorlton Street. Lighting was considered to be will be a very important design component within this development.

Manchester Conservation Areas and Historic Buildings Panel (commenting on all 4 applications) (Draft comments) - The Panel stated that it was regretful that some of the existing buildings on site were being lost, especially the library building which won awards when it was first constructed.

The Panel felt that the starting point should be to use the existing tower to determine the height of the surrounding development and not extend the tower to match the proposed new building heights. They felt that the timber 'top hat' extension to the tower looked at odds with the rest of the building.

The Panel welcomed the positive treatment to the top of the new buildings which they felt provided an interesting roofscape, however they were concerned about the use of timber cladding which they felt would weather badly and suggested a higher quality

material. The Panel would also like to see more interest to the roof to provide features of interest on the more prominent corners.

The Panel was not convinced by the change in material to the upper section of the elevations and felt that the sharp horizontal line in the elevations weakened the design. They felt a single high quality material would be more successful.

The panel felt that the podium design is the weakest element and would like to see the human scale that is reflected in the upper levels carried down to ground floor level. The Panel would like to see a signage strategy considered at this stage to avoid poor signage coming forward in the future.

The Panel noted that there are a number of projecting structures from the building and felt that these looked somewhat gimmicky.

The Panel would like to see the existing buildings on site fully recorded before they are removed.

The Panel noted that the listed buildings are to follow as a separate application and would like to ensure that these are brought forward at the same time as the new development to ensure they are not forgotten.

Historic England – Have stated that the re-development of the Aytoun Street site has the potential to affect the setting of the Crown Court (1867-73 by Thomas Worthington) and the grade II* London Road Fire and Police Station (1901-6 by Woodhouse, Willoughby and Langham), which are both prominent and distinctive buildings of high architectural and historic significance and that the site could also have archaeological potential in relation to the in-filled canal spur to the rear of Minshull House.

They note that the character of streets in this part of the city centre is unified, with a degree of consistency in overall height, sense of enclosure and perimeter block layout. They note that there are many historic buildings of considerable architectural quality in the vicinity, and that these add richness and variety to the street frontage, corners and skyline. This cohesive urban environment defines the character and appearance of the conservation area which adjoins the site and positively contributes to the setting of the listed buildings. Whitworth Street is one of Manchester's very finest streets with many historic buildings of striking architectural quality. The Rochdale Canal and fine buildings fronting Canal Street are some of the city's most distinctive and cherished environments and of great historic significance. They do not consider that the development satisfies the tests set out in Sections 16,66 and 72 of the 1990 Act or paragraphs 131, 132, 133, 134 and 137 of the NPPF and would cause harm to adjacent heritage assets even when weighed against heritage public benefits. They consider that the harmful impacts could be avoided by re-considering the design of the scheme, as recommended above and at pre-application stage.

Whilst supporting fully the intention to retain and re-use the two grade II listed buildings they have very significant concerns about the form and design of the proposed development and note that 9 out of the 11 verified views within the heritage statement have been assessed as causing harm although they consider this to be

significantly more harmful than stated within the Heritage Assessment submitted with the application. They therefore have strongly recommend the design of this scheme is fundamentally re-considered to avoid the harmful impacts on the historic environment.

In the context of the above their main concerns are that:

- The proposed layout infills the northern corner of the site and brings development of very considerable height and mass (15 storeys), much nearer to the Courts than the existing building.
- The form and scale of the 3 proposed blocks on Minshull Street would create an oppressive wall of development which would cause some harm to the setting of the grade II* Courts;
- That the Courts warrant neighbours of far higher architectural quality.
- That views along the highly distinctive and historically significant Rochdale Canal/Canal Street corridor would be harmed by the development, with the height and massing bearing no relationship to the historic form, scale and character of buildings which enclosed this historic waterway.
- They disagree that the impact looking along the canal from Minshull Street (view 07 of the Heritage Statement) would be “beneficial” as whilst the existing buildings on the site are far from ideal architecturally they are at least relatively benign in their impact on their surroundings.
- The impact on the setting of the grade II* Fire and Police Station along the Whitworth Street corridor, would not be a significant but there would be a considerable adverse impact on the strong and cohesive historic urban character. On the key Whitworth Street/Aytoun Street corner, verified view 04 shows the principal dominant mass of the proposed building set back from the Whitworth Street building line, the form of which bears no relationship with the existing street geometry and alignment. In this context they note that the ground floor podium in no way compensates for this loss of spatial enclosure and definition and that views 03 and 02a also clearly show the discordant impact that the proposals would have in relation to the character of the surrounding historic environment, both in terms of massing and architecture.
- In views along Whitworth Street to the east from the conservation area, the proposed building would tower above of the grade II listed Shena Simon College, and causing great harm to its decorative skyline, a building which is an important feature of the conservation area and to the city’s industrial development.
- They expressed concerns at pre-application stage at the form and scale of the development and the possible adverse on the setting of the grade II* Court and Fire and Police station. At SRF stage in October 2014, they advised of the need for the site to be treated as a transition zone between two contrasting townscapes, rather than simply extending the massing of Piccadilly Place

across the site. In this context however, they note that the scheme now involves even greater height and massing than Piccadilly Place, with a much more intensive sense of enclosure to surrounding historic buildings.

- That the scheme has great potential to enhance the site and its relationship with its historic surroundings but there is a need to ensure that development integrates within the local townscape and key views, reflecting and reinforcing the local urban character and that this could be achieved through:
- A more conventional building form and perimeter block layout be adopted, with the mass of the building fully aligned with and thereby defining the geometry of the street.
- A far lower and less dominant building height and massing, reflecting the character of surrounding historic buildings, to provide a transition between Piccadilly Gardens and the historic character to the west.
- Height and mass which more sensitively relates to the character of the Canal corridor, including the setting of the grade II* Courts and the historic buildings fronting Canal Street.
- Avoid disturbing important views and skyline features to, from and within the conservation area.

In conclusion, they state that the height and massing of the scheme, combined with its architectural form and character are at odds with the historic and architectural significance of the surrounding context. This is contrary to the relevant statutory and policy context. They therefore consider that the proposed scheme can and should be re-considered as outlined above to avoid these harmful impacts and achieve enhancement to the site.

Canal and Rivers Trust – Consider that the redevelopment of this prominent canal side site provides the opportunity to develop a high quality scheme of significant benefit to the canal corridor which would enhance and sustain the developing waterway neighbourhood through Manchester City Centre. The Trust considers that the openness of this part of the Canal in comparison to the tight, canyon like canal corridor through other parts of the city centre should be retained as part of any redevelopment of this site and is pleased to note the proposed active canal fronting ground floor uses and the use of the secret garden connecting through to the canal side public open space around the existing “bungalow” and linking back to the pedestrian entrance to the site at the corner of the canal and Minshull Street. They also note that the Aytoun Street SRF indicates that the Rochdale Canal Frontage is to be upgraded and brought back into use as a vibrant, busy “street” frontage, similar to Canal Street opposite. This will be a fully pedestrianised space consisting of high quality hard landscaping.

However the Trust has strong reservations concerning the proposed block at the corner of the canal and Minshull Street, in terms of the appropriateness of its scale and possible impact upon the character and climate of the canal corridor. They note that Policy DM1 of the Councils Core Strategy requires all development to have

regard to impact on the surrounding area in terms of design, scale and appearance and the character of the surrounding area and the Trust would strongly recommend that the applicant be requested to amend existing plans to reduce the height of the development in this location to better reflect the scale and context of the canal corridor and the listed buildings adjacent to the site (including the Minto & Turner building) consistent with local and national policy objectives including the Aytoun Street SRF which states that proposals should demonstrate that it will not have an adverse visual impact on the setting of identified heritage assets.

They note that the design and detailing of this block adjacent to the canal, will be critical to the success of the development and the Trust would be happy to discuss this matter further with the applicant and would wish to be consulted further on any revised plans. They believe that consideration should also be given to relocating or providing appropriate screening to proposed refuge storage below the bungalow when viewed from the waterside.

The Trust would wish to be consulted on any detailed design solution for the canal edge and existing boundary wall, landscape and boundary treatment to secure attractive views into and from the development of the canal. This detail should be requested by condition.

Consideration could be given to the provision of facilities to encourage boating activity in the area within the development and the Trust would again welcome the opportunity to meet with the developer to discuss this further.

They consider that an appropriate lighting scheme will be necessary adjacent to the canal corridor to enhance public amenity, increase public safety adjacent to the canal and reduce the potential for antisocial behaviour. The lighting at waterside developments should however be designed to minimise the problems of glare and show consideration for bats consistent with NPPF paragraph 125 which encourages good design to limit the impact of light pollution on local amenity and nature conservation. It is therefore recommended that bat friendly lighting is used throughout the development to encourage the local bat populations. Any proposal should be accompanied by a lighting assessment to demonstrate how the impact of light pollution has been minimised. This could be secured through use of an appropriately worded condition.

It is considered that the planting of small native trees or bushes would help to soften the edge of the development and the canal. It is however important that any trees or shrubs proposed to be planted near the canal wall should not negatively impact on its structural integrity and the Trust would wish to be consulted on any proposed landscaping scheme.

Advice is also given in relation to the need for the Trusts consent would be required for any discharges to the canal and the protection from any risk of pollution or other harm during the construction and operational phases of the development and it is suggested that this can be secured by condition.

Advice is given to the applicant in relation to construction works in relation to the structural integrity and canal operation which have been passed to the applicant.

Strategic Housing – stated that in terms of the H8 policy in the Core Strategy, they would not want social housing in this location. Shared ownership units might be a possibility but have proved a risk for our Registered Providers because of the difficulty of accessing mortgages for this tenure. It is often difficult to manage the service charge issues in this type of accommodation too. Therefore, should a viability assessment suggest that a financial contribution would be warranted this would be more appropriate as a commuted sum.

They assume that if there is any intention to sell units there would be the possibility of the 'Help to Buy' product, at least in the next few years, which will achieve their priority of providing access to home ownership.

The Head of Neighbourhood Services (Highway Services) – Has no objections

Head of Regulatory and Enforcement Services (Environmental Health)- Has no objections but has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation, acoustic insulation of associated plant and equipment, fume extraction and the hours during which deliveries can take place. Advice has also been given about appropriate working hours during construction. They are satisfied that the number and type of bins for a development of this size are adequate.

Head of Regulatory and Enforcement Services (Contaminated Land) - Have no objections subject to a condition relating to the need to carry out a full site investigation in respect of potential contaminated land issues relating to the propose developments and the need to submit details of appropriate remedial measures be attached to any consent granted.

Greater Manchester Ecology Unit –_Have no objections. They note that the application site it is not of substantive nature conservation value. It is not designated for its nature conservation value, has only low potential for supporting roosting bats and does not support any areas of semi-natural habitat.

They note that the submitted Ecology report is unequivocal about the potential of bats to roost in the buildings to be affected by the scheme, which it has assessed as negligible, recommending a little more caution than this, and would *advise* the developer that bats can, and do, turn up in unlikely places. If bats are found or suspected at any time during approved works then works must temporarily cease until advice has been sought from a suitably qualified person about how best to proceed. All UK bats and their roosting places are specially protected. A condition to this effect should be attached to any consent granted.

Head of Growth and Neighbourhood Services (Travel Change Team City Policy)
- No comments received.

Greater Manchester Archaeological Unit - Have no objections but state that further information is needed to identify an appropriate archaeological mitigation strategy, such as ground investigation data, more detailed historical study to identify key archaeological features and the extent and depth of the 1960s ground works. This will inform what will probably be a mix of targeted archaeological trial trenching and

excavation, together with a watching brief. GMAAS are keen to see the industrial heritage of the site commemorated in the public realm in the form of information boards and possibly industrial artifacts/architectural fragments if these come to light during the investigation works.

The work to record and understand the heritage assets to be lost shall be undertaken by a qualified archaeological contractor funded by the applicant prior to development commencing.

Environment Agency - Have no objections but have recommended conditions to mitigate the risks to adjacent ground and controlled waters and that the development.

Greater Manchester Police (Design for Security) - Have no objections subject to the recommendations of the submitted Crime Impact Assessment being fully implemented and the inclusion of a conditions which require requirement for the development to achieve Secured by Design accreditation.

Transport for Greater Manchester - Have no objection but have recommended that a condition is attached to any consent granted that requires the submission and approval of a full Residential Travel Plan and requested that they are consulted on the any Construction Management Plan submitted with the application.

United Utilities -Have no objection but have made comments in relation to drainage and water supply (which have been passed to the applicant) and have recommended that specific conditions are included in any planning permission granted to ensure that no surface water is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Flood Risk Management Team - Note that the applicant has prepared a drainage statement in support of their planning application. They state that further consideration should be given to how the drainage systems at the site would work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site and their future management. They recommend that conditions to agree and verify the achievement of these objectives should be attached to any consent granted.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - NATS and Manchester Airport have no safeguarding objection to the proposal no comments have been received from the CAA

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces

significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC3, H1, H8, CC2, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC2, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

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

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the attraction of the city and the strength of its economy within the region. The growth of economy requires the provision of well located housing for prospective workers in attractive places so that they can contribute positively to the economy.

SO5. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

SO6. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;

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

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus - City Centre and Fringe), CC8 (Change and Renewal)– The proposal would develop an underutilised, previously developed site and provide a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre, in a location which would reduce the need to travel. This would create employment during construction and permanent employment in the commercial units and the building management on completion and therefore assist in building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy through residents using local facilities and services.

The development would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment and creating a well designed place that would enhance and create character and provide good access to sustainable transport provision and maximise the potential of the City's transport infrastructure.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy. It would contribute to the creation of a neighbourhood which would help to attract and retain a diverse labour market. This would support GM's growth objectives by delivering appropriate housing to meet the demands of a growing economy and population, adjacent to a major employment centre in a well-connected location and therefore would assist in the promotion of sustained economic growth.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The proposals are in a highly accessible location close to Oxford Rd and Piccadilly Stations, tram stops at Piccadilly, Oxford Road bus priority corridor and Metroshuttle routes and therefore should exploit opportunities for the use of sustainable transport modes. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would contribute to wider sustainability and health objectives and give people a real choice about how they travel and help to connect residents to jobs, local facilities and open space. It would help to improve air quality and should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 6 (Delivering a wide choice of high quality homes), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone, Saved UDP Policy DC10.1 (Food and Drink Use) - The proposal would provide an efficient, high-density development in a sustainable location within the heart of the City Centre. The apartments would appeal to a wide range of people from single people and young families to older singles and couples. The scheme would provide a range of accommodation sizes and types and help to create sustainable, inclusive and mixed communities within this part of the City Centre.

Manchester's economy is growing post-recession and significant investment in housing is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide suitable accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 16,500 new homes will be provided within the City Centre from 2010-2027 and this scheme would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

The development would contribute towards an ambition that 90% of new housing would be built on brownfield sites and have a positive impact on the built environment of the surrounding area. The proposed development has been designed to seek to minimise potential for loss of privacy.

A Viability Appraisal has been submitted to consider the potential for the proposed development to contribute towards affordable housing within the city. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered; however, the appraisal concludes that the development cannot support affordable housing. This issue is discussed in more detail below.

The ground floor commercial uses would, along with the other uses proposed within the Masterplan site, be an appropriate mix of uses and would provide additional facilities for local residents and businesses; subject to appropriate control of in terms

of the hours of operation and the need to deal satisfactorily with noise, fumes, smells and storage and disposal of refuse.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposed development would be a high density development and maximise the efficient use of land and is considered to be appropriate to the City Centre context. The buildings within the development would be classified as tall buildings within some of their local context but would be of a high quality and would help to raise the standard of design more generally in the area. The proposed development would be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits whilst its integration into the natural and built environment would improve connections with local communities.

The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would provide public realm which would result in improvements to the City's permeability. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement submitted with the application identifies key views and assesses the impact of the proposed tall buildings upon these. It also evaluates the tall buildings in terms of its relationship to its site context / transport infrastructure and its effect on the local environment and amenity. These impacts are discussed in more detail below.

As well as the listed buildings within the wider Kampus site, the site is close to the grade II* listed London Road Fire Station and Police Courts and the grade II listed Sheena Simon College, former UMIST Main Building, Churchills Public House, 39 Chorlton Street and is adjacent to the Whitworth Street Conservation Area.

The application submission also includes a Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement.

It is noted however that the existing site condition has a negative impact on the setting of the heritage assets, in terms of the canal edge and streetscape along Chorlton Street, Aytoun Street and Whitworth Street and as such, the proposed changes to the setting of the Conservation Area and listed building are considered to be acceptable when balanced by the beneficial aspects of removing the negative influence the present site has on the heritage assets around the site.

The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any significant harm to the setting of surrounding listed buildings demonstrates that the proposed development would preserve the character and significance of the Conservation Areas and have a beneficial impact on the visual appearance of the surrounding area, thus ensuring compliance with local and

national policies relating to Heritage Assets. It is also noted that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets.

Saved UDP Policy DC20 (Archaeology) - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon), EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The application site is in a highly sustainable location. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The proposed development would follow the principles of the Energy Hierarchy to reduce CO2 emissions. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The buildings are in a highly sustainable location and the residential element of the development will achieve a minimum of 15% in CO2 emissions above Part L 2010. This has been calculated to be the equivalent of 5% minimum increase above Part L 2013.

A Flood Risk and Drainage Statement accompanies the application (as a technical appendix to Chapter 14 of the Environmental Statement), this also includes a sequential test as defined in the NPPF. The EIA includes a chapter on Flood Risk, Water Resources and Drainage, and a Flood Risk Assessment has been submitted with the application. These documents demonstrate that the development would have no significant adverse impact on flood risk.

The report sets out how the development complies with the requirements for new development to minimise surface water run-off including through Sustainable Urban Drainage Systems (SUDS) and appropriate use of green infrastructure.

Core Strategy Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals would realise an opportunity to provide a new area of public realm which is considered appropriate to a development of this scale and density of accommodation.

NPPF Section 11 (Conserving and enhancing the natural environment), Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration,

waste and biodiversity lighting and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

The Ecology Report submitted with the application concluded that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development following the mitigation proposed.

The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

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

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

The above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on

amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other relevant National Policy and Legislative requirements

Section 16 (2) of 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 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

In relation to the above and in terms of the NPPF the following should also be noted:

Paragraph 131 - Advises that in determining planning 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; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 - Advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Paragraph 134 - Advises that where proposals 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 securing its optimum viable use.

The proposal would introduce high quality buildings of an urban scale and would make a positive contribution to the townscape. The proposal would have a beneficial impact on the setting of the Minshall House, the Minto Turner Building and the Rochdale Canal but would have some minor adverse impacts on the setting of the Sackville Main Building, Shena Simon College and the Police Courts.

The proposals do not have the support of Historic England in terms of its impact on the heritage value and setting of adjacent listed buildings and the adjacent conservation area.

The positive aspects of the design of the proposals, the compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully evaluated and addressed in the report below.

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

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

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Draft Manchester Residential Quality Guidance (July 2016) – On 29th June 2016 the City Council's Executive Committee has agreed the draft Manchester Residential Quality Guidance for consultation. As such, the document is material planning consideration in the determination of planning applications and weight should be given to this document in decision making. However, given that this document is only at the consultation stage the weight that can be given to it should be more limited than that of the adopted documents.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

It is considered that the proposals are broadly in keeping with the aims and objectives set out in the draft guidance compliance with which is set out within the considerations of the merits of the proposals as set out below.

In terms of space standards Space Standards - The draft "Manchester Residential Quality Guidance" document seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the city. The draft document seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city.

As a basis for assessing new residential developments in Manchester, in March 2015 the Executive Committee adopted on an interim basis, the London Housing Design Guide Space standards, pending the preparation of specific guidance for the City. The new London standards and guidance are intended to encourage provision of enough space in dwellings to ensure homes can be flexibly used by a range of residents. They also aim to ensure that space can be sensibly allocated to different functions, with adequate room sizes and storage integrated into the planning.

The draft Manchester Residential Quality Guidance document now provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

The National Described Space Standards set out minimum gross internal areas (GIA) for new homes. This is based on the number of occupants the dwelling is designed to accommodate and the number of storeys within a dwelling. For example, in a development containing typical apartments, a 1-person apartment (open plan studio) would be expected to have a minimum GIA of 37 sq.m and a 1-bed, 2-person apartment would have a minimum GIA of 50 sq.m. These recommendations include an allowance for storage and circulation.

97% of the scheme would be compliant with the National Space Standards. Apartment type S4 (14 apartments) would be 2.6sq.m below the space standard for 2 bed 3 person units. This is in part due to the position of this unit on the floorplan and the need for extra acoustic lining to the back of the lift shafts to provide sound isolation from the lifts which cuts into the floor area.

The S4 apartment layout differs from the typical 2 bed offer within the proposals which offer a standard democratic layout for sharers. S4 has one master bedroom with an en-suite and one communal bathroom and a spare double bedroom and is more suitable for a family or a couple, however there is not an equivalent space standard for a 2 bed, 2 person apartment. S4 would also have a larger provision of built in storage than other apartments and they would be dual aspect and south facing and therefore whilst not meeting the space standards would still provide a high quality living environment for residents.

Given the above on balance the space standard compliance shortfall is considered to be acceptable within the context of the wider development.

Aytoun Street Strategic Regeneration Framework (SRF) 2015 – An overarching aim of the SRF is to deliver a scheme that looks like it developed organically rather than one which has been dropped into the middle of the city. It should look like each element has had regard to every other building and space within the site, as well as to the immediate site context. The SRF seeks to craft a new neighbourhood within the city- a sustainable, exciting and deliverable development which would nestle into this emergent and vibrant part of Manchester City Centre, Based on the above aspiration, the SRF requires the redevelopment of the site to come forward in a form which would deliver a high quality development which would create a new sustainable neighbourhood with a distinctive sense of place functionally and physically connected to the wider area. The SRF sets out a series of Core Development Principles for the site and the proposed development would be consistent with these. How this is achieved is set out in more detail later in this report but includes the inclusion of active frontages to activate spaces in and around the development including the proposed public realm, improvements to site permeability and connectivity, strong reference within façade design to the surrounding historic context in terms of materials and elevational sub-division, scale and massing which relates to the adjacent context, the provision of a positive response to the Rochdale Canal and access, servicing, inclusion of energy efficiency measures and parking consistent with the aim to reduce traffic within the City Centre and promote a modal shift to increased use of public transport.

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

The application site lies within the area identified in the document as Kampus where the vision is to create a vibrant and creative neighbourhood that will be distinguished by its mixed use within an area which will encompass significant residential accommodation, in addition to leisure and retail outlets. In keeping with Manchester's residential and planning strategies, the residential component of the development will provide desirable homes for those who want to live close to the region's economic hub. It is envisaged that Kampus will also provide a distinctive leisure and retail offer. The position of the neighbourhood makes it an ideal location for hotel accommodation. This will be supported by the provision of street-level cafés, restaurants and bars, in addition to retail amenities. Collectively, this will provide Kampus with a distinct sense of place, making the neighbourhood an attractive place to both live and visit. Development of Kampus will include the imaginative and creative reuse of heritage buildings within the area.

The area is situated at a key city centre gateway location and benefits from excellent transport connectivity. Piccadilly Station, Metrolink and bus stations all sit adjacent to Kampus, and pedestrian linkages will be provided as part of the development.

Kampus will incorporate new public streets and squares, providing the potential to host outdoor events and markets. Linking Little David Street to this developed public realm will provide a key connection to both Piccadilly Station and the commercial core of the city centre to the west.

Redevelopment at the site of which this application forms part would provides a unique opportunity to secure the next phase of this area's transformation. It will build upon initiatives that have already secured improvements to Piccadilly Gardens, Piccadilly Station and the surrounding environs but which have yet to deliver the full potential of the area, particularly as new opportunities emerge from the plans to deliver HS2 to Manchester and as part of The University of Manchester's plans to vacate their North Campus.

The current proposals would deliver a number of key priorities for this area:

- Providing new, high-quality areas of open public realm.
- Delivering the first phase of the Kampus development.
- Ensuring the delivery of linkages to surrounding development areas and neighbourhoods, including Corridor Manchester, Piccadilly, Mayfield and the Village.

Central Manchester Strategic Regeneration Framework - This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the Site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area.

The application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, as follows:

“A renewed urban environment”

- the developments which will comprise new buildings and public realm of exceptional design quality, which will in turn transform the character of the site and have a positive impact on Central Manchester as a whole relationship between Central Manchester, the City Centre and other key employment areas”
- the development will significantly enhance connectivity between the wider Masterplan site, the City Centre and other surrounding areas particularly through the resultant increase in footfall, thus assisting in the future growth and regeneration of these areas.

“Making Central Manchester an attractive place for employer investment”

- in providing residential accommodation, the development will

“Changing the image of Central Manchester”

- in addition to the high aesthetic design quality of the proposed buildings and the public realm, the development will help create the “sense of place” on the Masterplan site so that it becomes a recognisable heart of a distinctive new neighbourhood that has a positive impact on the image of Central Manchester as a whole.

HS2 Masterplan - The Application Site lies close to the area subject to the Piccadilly and HS2 Masterplan. The Masterplan forms part of Strategic Regeneration Framework (SRF) endorsed by Manchester City Council’s Executive Committee as a material planning consideration.

The purpose of the Masterplan is to set out a framework to ensure that the City is able to capitalise on the development opportunities presented by the arrival of HS2 and resulting expansion of Piccadilly Station which have the potential to transform the eastern swathe of the City Centre. This area of the city will support the next phase of growth in Manchester and enhance the City’s productivity in the process. The Masterplan’s vision is to use HS2 as a catalyst for the creation of a new high quality urban neighbourhood containing a mix of retail, leisure, commercial and residential uses with high quality public open space. This new neighbourhood will contribute positively to the delivery of Manchester City Council’s strategic regeneration objectives and will increase connectivity between the City Centre and communities to the east.

Initial estimates suggest that development on and around the new Station could support over 3,000 housing units and almost 30,000 jobs and the application site has the potential to capitalise on this future accessibility and investment and it will play a key role in strengthening connectivity between the city centre as whole and the major new international transport node at Piccadilly

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. Manchester City Council began a process of developing a strategy to support residential growth by preparing a Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 18 June 2013). The starting point of this document was the urgent need to build more new homes for sale and rent to meet future demands from the growing population. It looked to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the City.

A key aspect of the Council's supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

In the wake of the transformational Devolution Agreement in November 2015, which provided a framework for new housing related powers and a £300m recyclable housing fund for Greater Manchester, an updated Residential Growth Strategy was endorsed for consultation by the Council's Executive in November 2015 and thereafter formally adopted at the March 2016 Executive. The Strategy sets out a number of housing growth priorities to meet the City's ambitions for sustainable growth in terms appropriate locations, type, quality and sustainability credentials as well as anticipating 25,000 homes will be built over the next ten years from 2015 until 2025.

The proposed development would contribute to achieving the above targets and growth priorities.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) which identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. This sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

The prospectus acknowledges the urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply. The core principle running through the document is that there is a requirement to build more new homes in order to support future growth and the demands of a growing economy and population and the Council is actively looking to

adopt measures to enable this. The proposals represent an opportunity to partially address these requirements adjacent to a major employment centre and in a well-connected location,

The GM Strategy sets out a programme of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all. By supporting new residential development at the Site, a number of the GM Strategy's key growth priorities will be met, including:

- Creating the places and spaces that will nurture success;
- Stimulating and reshaping our housing market;
- Crafting a plan for growth and infrastructure ; and
- Supporting business growth with a strong integrated offer

Conservation Area Declarations

Princess Street / Whitworth Street Conservation Area Declaration

The Princess Street / Whitworth Street Conservation Area which lies adjacent to the site has been designated as a Conservation Area as it lies at the heart of Manchester's business and commercial district and to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England. The area today is remarkable for buildings which whilst of a variety of architectural styles stand well together. The area was designated in November 1970 and extended in June 1986.

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 (as amended 2015).

The Proposed Development is an "Infrastructure Projects" (Schedule 2, 10 (b)) as described in the EIA Regulations. The application covers an area of approximately 0.99 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

A formal EIA scoping request was submitted to Manchester City Council on 19th April 2016

The EIA has been carried out on the basis that the Proposed Development has the potential to give rise to significant effects on the environment.

In accordance with the EIA Regulations, this ES sets out the following information:

A description of the Proposed Development comprising information about its nature, size and scale;

- The data necessary to identify and assess the main effects that the Proposed Development 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 Proposed Development's possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

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

ISSUES

The Schemes Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver of the region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new housing and as the national economy has entered a new growth cycle, it is essential that new homes are provided.

The Piccadilly Area has been transformed over the past decade through significant levels of public and private sector investment and major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle and the former Employment Exchange on Aytoun Street. There are stable and successful areas to the west with a significant amount of residential activity alongside the Village. Despite this, the former campus feels remote and dislocated and has an unwelcoming and negative impact and adversely impacts on pedestrian movement within the area, and between the area and other parts of the city centre. Much of the area around Whitworth Street is dominated by busy roads and bus routes which re-inforces the sense of remoteness. It is notable that the commercial units on the ground floor of 5 Piccadilly Place which front onto Aytoun Street and Whitworth Street have never been occupied. The adverse nature of the site could undermine further investment in the area and there is therefore an imperative to bring it forward for development and help to integrate important regeneration areas to the south of Whitworth St into the City Centre.

Manchester's population is expected to increase by 100,000 by 2030, and together with trends and changes in household formation this will result in an increase in

demand for more housing. An additional 60,000 new homes are expected to be required over the next 20 years (3,000 per annum). Manchester's Residential Growth Strategy (2016) sets a target of building 25,000 new homes over the next ten years up until 2025. The proposed development would contribute to meeting that need within part of the City Centre which has been identified as being suitable for new residential development. The quality and mix of the product, and the size of the apartments, has been designed to appeal to a range of potential occupiers.

The scheme would be consistent with a number of the GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population, adjacent to the city centre. It would therefore help to promote sustainable economic growth. The ground floor commercial space would provide services and facilities that could benefit the local community.

The development would represent the next phase of this area's transformation, building upon initiatives which have already secured improvements within Piccadilly. This would help to deliver the areas full potential, alongside new opportunities that will begin to emerge as a result of HS2 and changes that could occur at the University of Manchester's North Campus. The existing form of development is insular and does not relate to surrounding buildings, routes and spaces and the site is uninviting and largely impenetrable. It essentially acts as a barrier between Piccadilly Station and the commercial core. This should be addressed through redevelopment, which should contribute to defining the image and perception of the City Centre.

The redevelopment of the site would make a substantial contribution to the economy and provide much needed housing in the city centre. It would create employment during construction along with permanent employment from the proposed uses and deliver a new city centre neighbourhood that would help to support the creation and retention of talent in the city, particularly the graduate market. The uses proposed would complement the leisure uses within the Village, particularly along Canal Street. A quarter of businesses in the Village are within the hotel and restaurant sector, representing an opportunity to benefit from increased footfall and new visitors.

The Kampus site presents an opportunity to develop at city block scale, create new connections and break down the impenetrability that the former Manchester Metropolitan University campus presented to pedestrians. At the centre of the drivers for the form of the Kampus development are aspirations about permeability, connectivity and creating a new destination in the city. Kampus aspires to be a neighbourhood with its own characteristics providing a unique destination point in the heart of the scheme: the secret garden.

The proposals would be a high quality development in keeping with the aims of the SRF and create a sustainable neighbourhood with a distinctive sense of place which is functionally and physically connected to the wider area

Given the above, the proposed development would be consistent with the SRF, with the objectives of the Central Manchester Regeneration Framework and the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives, and as such would be

consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and affordable housing provision - The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing, community facilities, the provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination.

There is a city wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate

The criteria that might qualify developments for exemptions that are of relevance in this instance include:

- That inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within

existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;

- It would financially undermine significant development proposals critical to economic growth within the City; The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;

It is also noted that there are issues around the viability of the scheme relating to the City Council's requirements for the highest quality of design and materials and the costs associated with the delivery of the associated public realm works which would have benefits to the wider Village area, such as improving linkages, beyond the direct benefits to occupiers of the buildings on the site.

The applicant has provided a Viability Statement which sets out that the development cannot reasonably support on-site provision or a commuted payment towards affordable housing or a Section 106 contribution. It is also noted that there are issues around the viability of the scheme relating to the City Council's requirements for the highest quality of design and materials and the provision of the associated public realm works. The applicants have demonstrated that the financial impact of providing affordable housing, combined with other planning obligations would adversely affect scheme viability. Given this and the relevant national and local guidance in relation to viability it is concluded that the proposed scheme justifies a flexible approach in terms of the agreement of planning obligations and other contributions and it is accepted that there is no scope for the development to remain viable with any S106 or affordable housing contribution.

In view of the above the proposals are on balance considered to be acceptable with respect to Core Strategy policies H8 and PA1.

Space Standards – 97% of the apartments would meet or exceed the City Councils interim space standards and the apartments within the development would offer with good quantities of natural light, enhanced floor to ceiling heights and on site amenity space. The reasons for 14 of the 478 apartments non compliance are set out above and on balance this shortfall is considered acceptable.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing these proposals is whether the scale of the development is appropriate. The 3 proposed blocks at between 12 and 16 storeys are considered to be tall buildings within much of their local context and as such the proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

Design Issues, Relationship to context and impact on Heritage Environment

This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology

and open spaces. The design has been discussed at pre-application with Historic England, Places Matter and a public engagement took place..

There are a number of designated heritage assets in close proximity to the site. It is adjacent to: the Whitworth Street Conservation Area; the Grade II * Listed Crown Courts and London Road Fire & Police Station; and, the Grade II Listed Shena Simon Sixth Form College and former UMIST' Main Building.

The condition and appearance of the site is poor, its buildings are inactive and there is little permeability. Demolition of the former MMU business library and amenity building would allow the creation of new connections, new public green space and enhancements to the canal setting. The objective is to create a new place with new buildings and the refurbished Tower within an improved environmental context. The incorporation of the retained listed buildings has been integral to the overall design of the scheme.



The heights proposed are consistent with those identified within the SRF and would provide a density which is appropriate within the City Centre context.

The distribution of the massing seeks to improve the setting of the Listed Buildings, the retained Tower and the surrounding context by:

- creating strong pedestrian routes through the site and improve city connectivity (permeability);
- creating high quality amenity space between each building; and,
- creating a strong street edge and active streets (active frontages);

The proposals have sought to adhere to the Core Development Principles of the SRF as follows:

- A positive response to the Rochdale Canal, improving its visibility from the surrounding area and exploring sustainable concepts for its integration into a site-wide landscape strategy.
- High quality buildings and public spaces to match and signify the importance of this gateway site.
- A contemporary architectural style which acknowledges the proportions, materiality and elevation rhythms from the adjoining building styles (i.e. clear verticality).
- Contribute to the varied architectural character of the area, and adapted to its context.
- Respond to the contextual colour palette and materials such as brick and stone.
- Disaggregate the mass of buildings.
- Avoid the jarring or strident use of unrelieved panels of colours and avoid conflict with other nearby buildings

It is considered that the design of the proposed development would be consistent with these parameters.

The new buildings would be higher than others in the area, and particularly those on Canal Street. The principle of taller buildings in the area has previously been established at Piccadilly Place, as well as the recent approval at the junction of Whitworth Street West and Princess Street for buildings of 14, 13 and 11 storeys and as such a key issue for consideration is not necessarily one of height per se, but how this integrates with the streetscene and wider context.

The extruded Tower could act as a marker and place making element. The height of the buildings means that the site coverage is reduced, enabling the creation of a south facing public square to Chorlton Street. The mass of the buildings would step down toward Canal Street, the Rochdale Canal and the retained listed buildings and the gable of the new building on Chorlton Street would be set back to create breathing space between the development and the listed buildings.



The podium would improve the sites current relationship to the streetscape by providing a more human scale at back of pavement line. The activity and articulation at street level would provide a positive relationship to the immediate context with active frontages enlivening Chorlton Street, Whitworth Street and Aytoun Street as well as the public realm. The development would help to reintegrate the site into its context, providing strong connections between Piccadilly Station and the Village whilst repairing the current fragmented streetscape on Aytoun Street and Sackville Street, thus improving the wider streetscape.

The effect of the proposal on key views, listed buildings, conservation areas, scheduled ancient monuments, archaeology and open spaces has been carefully considered. The site has no heritage value, contributing little in terms of appearance or activity to the surrounding area and makes no contribution to the townscape. The proposed development would introduce buildings of an urban scale that would make a positive contribution to the wider townscape. Therefore, the development does present an opportunity to enhance the setting of the adjacent heritage assets and the development would enhance the adjacent Whitworth Street Conservation Area.

The site is not located in a Conservation Area and there are no World Heritage Sites in the immediate vicinity. To the north on Minshull Street is the Grade II * Listed Court Buildings and to the south east, the Grade II* Listed London Road Fire & Police Station. The Grade II Shena Simon Sixth Form College is located on the western side of Chorlton Street and opposite is the Grade II Listed Building former UMIST's "Main Building".

The site currently has a negative impact in the area, particularly to the Rochdale Canal, Aytoun Street and Sackville Street. It also has an adverse impact on the setting of the Grade II* listed Court Buildings. There is therefore, considerable capacity for change within the site which could enhance the setting of adjacent heritage assets and wider townscape.

Section 66 of the Listed Buildings Act requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Listed Buildings Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

A Visual Impact Assessment (VIA), has been submitted that assesses the development in terms of the likely townscape and visual impacts of the proposals upon the site and surrounding area, including on the adjacent Whitworth Street Conservation Area and the affected listed buildings. The VIA considers 11 verified photo montages of the proposals from representative viewpoints which have been agreed through consultation with officers at the City Council and Historic England providing a 360 degree analysis.

The Visual Impact Assessment concludes that the proposed development would result in no instances of high adverse impacts, seven instances of minor adverse impacts (3 on the setting of the Shena Simon College, 2 on the former Umist Main Building, and 2 on the Police Court) two instances of low adverse impacts, one instance of negligible impacts, and one instance of minor beneficial impact.

The NPPF stresses that '*great weight*' should be given to the objective of conserving designated heritage assets (paragraph 132), emphasising the need to avoid substantial harm to such designated heritage assets. Given this objective, any perceived harm, from demolition to visual compromise, resulting from insensitive development within the setting of a designated heritage asset, should be avoided and at least require '*clear and convincing justification*'. In this instance the development would result in no loss of historic fabric, or impact on significant archaeological remains. The impact would be on views of the Whitworth Street Conservation Area, the Grade II* Court Buildings, the Former Umist Main Building and the Shena Simon College.

The NPPF Planning Practice Guide (2014) emphasises that, in general terms, "*substantial harm is a high test, so it may not arise in many cases*". Thus when determining whether a proposed development within the setting of a listed building would result in substantial harm, a key consideration is whether or not the impact seriously affects an important element of its "*special architectural or historic interest*". This impact could include its setting. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The current proposals would not physically impact on any heritage asset and the impact is a visual one on the setting of the adjacent listed buildings and the setting of the Whitworth Street Conservation Area, from specific kinetic views. It is not considered therefore that the level of harm is 'substantial'. It should be noted that Historic

England, in objecting to the application, have not described the harm that the proposed development would cause to the setting of the adjacent listed buildings and the setting of the Whitworth Street Conservation Area, as being 'substantial', but rather as 'an impact that would cause harm to adjacent heritage assets even when weighed against public heritage benefits'.

It is necessary to have special regard to the desirability of preserving the setting of the above Heritage Assets. However, as any harm is considered to be 'less than substantial', paragraph 134 of the NPPF requires that the cumulative impact of the development *should* be evaluated against the mitigation that would be provided from the wider public benefits of the proposals.

It is important to acknowledge that there are differing views on the level of impact that the proposals would have on the affected Heritage Assets. Historic England consider that there would be a level of harm as a result of the development which would not be outweighed against public benefits and since this is the case, this implies a view that that the level of harm must be high.

Historic England were consulted because the development would impact on the setting of Grade II* Listed Buildings and would impact on the appearance of the Whitworth Street Conservation Area. The concerns raised in relation to views along the highly distinctive and historically significant Rochdale Canal/Canal Street corridor; the impact looking along the canal from Minshull Street; views along Whitworth Street to the east from the conservation area; in relation to the form and scale of the 3 proposed blocks on Minshull Street and about the boundary of the Whitworth Street Conservation Area do not necessarily appear to fall within that remit. However, these comments have been considered as part of the wider assessment of the merits of the scheme.

The Heritage Statement submitted in support of the application in conjunction with the VIA concludes that there would be some minor adverse impacts. The VIA has been carried out in accordance with English Heritage's Seeing the History in the View: A Method for Assessing Heritage Significance Within Views (May 2011). There can be no doubt that the views of some Heritage Assets would be affected, but it is considered that at their worst, these impacts would be minor adverse. Within the guidance, such impacts are considered to be those *'which erode to a minor extent the heritage values of the heritage assets in the view or the view as a whole or the ability to appreciate those assets'*.

Whilst having regard to the substantial weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, officers do not believe that this would constitute substantial harm and it is important to note that Historic England have not suggested that this is the case. If it is accepted that the level of harm is less than substantial, the question then is, whether the public benefits delivered by the scheme would outweigh the level of harm caused. On the basis, that Historic England believe that the level of harm caused by the development is not outweighed by the level of heritage public benefits it must be interpreted that Historic England consider that the degree of harm is at a high level. Therefore it would be necessary to deliver very significant public benefits to address this.

The proposal has the potential to act as a catalyst for the wider regeneration of one of the City's key regeneration areas and would fully utilise a previously developed, but under-utilised site. The public benefits of the proposals are clearly set out elsewhere in this report and are very significant. It would include the comprehensive delivery of a strategically important site, providing 478 apartments and significant areas of public open space, much needed retail and amenity space, new sources of employment both during construction and post completion and improved connectivity and permeability.

The site currently makes no contribution to the townscape. Historic England's desire to see a more conventional building form on the site and lower building height and massing to reflect that of surrounding buildings is noted. However, the island nature of this site and the existing built form do allow for a more distinctive form of development. The adopted SRF requires the development to create its own character and identity and connect seamlessly to the rest of the city centre by creating new routes and better linkages. This would be achieved through the form of development proposed. The SRF acknowledges that due to the nature of the existing urban grain and contemporary and emerging development along Aytoun Street, there is scope for development of greater height to the south and south-east of the site.



The proposed development would introduce high-quality buildings of an urban scale and would therefore make a positive contribution to the wider townscape. Therefore, this development could be considered to enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

The VIA also explains, that mitigation of any adverse impacts could be accrued through enhancements to the street frontage. The tall vertical forms of the proposed development could create an interesting backdrop against the form of the former

Victorian warehouses, and it is concluded that the heritage values of the two listed warehouses would only be eroded to a minor extent. However the heritage values of the Grade II Sackville Street Building would still be understood, and its scale and mass uncompromised by the proposed development.

The proposal would reintroduce a strong, vertical emphasis to the eastern aspect of Chorlton Street, helping to define the curved corner with Whitworth Street and connecting it to the built form to the centre of the site. The development would continue the form and massing of the large listed warehouses and restore the lost historic building line along Chorlton Street.

The new buildings would be clearly read as a contemporary addition to the historic streetscape although their materiality and colour palette would reflect the dominant red brick of the neighbouring college and Court building and other building within the immediate area in visual terms.

Block F would be highly visible in views into the Conservation Area from the Piccadilly Station end of Whitworth Street and from Fairfield Street. However it would mark a key entry point to this gateway site and would repair the disconnected streetscape between Sheena Simon and Piccadilly Place. The unusual two-storey rooftop pitched buildings would add interest to the roof level. It is considered that the heritage values of the Grade II listed Sheena Simon College to the centre of the view would still be understood and appreciated as a dominant feature of the streetscape.

Block F seeks to enclose the north-west of the views down Whitworth Street and although it would be taller, it appears to have a mass comparable to the established mass, scale and height of the University's Grade II listed Sackville Street. The new block would provide a tall vertical element within an already varied and dynamic streetscape and skyline, which along with the tall towers, cupulas and decorative gables of the surrounding Grade II listed buildings on Whitworth Street, would provide a further landmark building to the right of the view.

Currently the setting of the Grade II* Listed Court Building is compromised as it has no historic context. This, alongside its robust architectural expression provides capacity for change. In views towards Aytoun Street from Whitworth Street, and from Auburn Street, the new Block C to the north would be highly visible. The streetscape is currently disconnected and fragmented between the Grade II* listed Victorian Court Buildings and the staggered range of 1964 educational buildings. The proposed development would restore the historic building line of Minshull Street and would help to redefine the view looking towards the Grade II* listed Police Courts and the benefits of achieving a more coherent urban form to the building's setting are considered to outweighs any impact.



The building line of Block C would introduce a stepped street frontage along Minshull Street towards Whitworth Street, which is continued further south-east with the retention of the 1964 tower and would improve the physical and visual link to the Conservation Area beyond.

The retention of the tower maintains the existing building line and retains views of the north front of the listed Sackville Street Building. The profile of the roof to Block C would create a dynamic and exciting new skyline, adding areas of interest to otherwise simple red brick elevations.

Block C would restore the historic building line to the Canal which was lost in 1964 when the present buildings on the site were erected. The open area between this and the rear of the Minto & Turner Building and Minshull House would create an interesting and enclosed courtyard space, which would be enhanced by the canal and the ability to fully appreciate the rear elevations of the listed warehouses. The new public space would introduce activity and vibrancy to a previously underused part of the site. The heritage values and appreciation of the Grade II listed canal lock and canal walls could be still be fully understood, and their setting would not to be harmed by the development.

In terms of impacts to the setting of the Rochdale Canal, although Block C would be significantly taller than the adjacent historic warehouses the impact of this height is lessened by the distance of the new 14 storey building from the lower level buildings.

The site now used as an NCP car park was previously contained tall warehouses which were demolished in the 1970s when the site was cleared. Therefore, this site never offered views of the Police Courts which were instead enjoyed within the intimate settings of the surrounding narrow streets.

There would be some impact on the setting of the Sheena Simon Collage in views from Whitworth Street towards Piccadilly Station. The upper floors of the ten and 12-storey blocks would rise up directly behind the decorative tower and cupola of the Victorian college building. The contrasting materiality would add a new local landmark to the area.



It is important to note however that the instances of harm resulting from this development are considered to all be low and would not affect the character or appearance of the Whitworth Street Conservation area as a whole, nor indeed the character of any affected Listed Buildings. The site is on the periphery of the Whitworth Street Conservation Area. The fragmented nature of the urban form in this area lacks cohesion and is not integrated with the enclosed canyon-like nature of Whitworth Street or Piccadilly to the east. In this sense, it is a negative element on the setting of the conservation area, surrounding Listed Buildings and wider townscape.

Given all of the above it could be argued that the urban form and pedestrian environment would be enhanced by the development and it is considered that the considerable and extensive public benefits that would be delivered would outweigh the 'less than substantial harm' that would be caused to the setting of the adjacent listed buildings and conservation area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of 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 paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Relationship to Public Transport Infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus. The on-going public transport improvements will further enhance the accessibility of this area.

The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network is likely to be minimal.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The Core Strategy policy on tall buildings seeks to ensure that they complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The scale, massing and proportion of the proposal have been discussed above. The overall concept aims to provide a contemporary interpretation of the typical tripartite sub divisions seen in many traditional buildings nearby, containing a podium/plinth, a simple repetitive middle section and an articulated roof.

The scale of the building has been articulated by Interpreting techniques used in the surrounding historic context in a contemporary style. Such techniques work to reduce the overall mass. These include:

- Stepped building facade, articulation the massing as different volumes or buildings
- Creating variations in building height and a varied roofscape
- Breaking the buildings into three distinct elements: podium, middle section, roof top.

The façade treatments aims to avoid the functional, uniform rhythm often driven by a residential floorplan and includes a variety of fenestration, roof treatments and materials. Each elevation seeks to provide interest and surprise from the approach. For example from Minshull Street a contrast in materials between the brick new build with the metal-clad tower would be seen and on Chorlton Street interest would be created as a result of the juxtaposition of listed buildings with new build.

The middle sections of the new build elements would be consistent and read as related volumes with solid facades which would unite the overall composition of the site through use of materials and subtle articulation,

The rooftop would be articulated by units designed to relate to the pitched and mansard roofs and parapet detailing of the surrounding context. This would help to

animate the skyline and respond to the richness of the skyline within the conservation area, with pitched roofs rather than flat forms

The materials aim to relate to their surroundings and human scale. The predominantly red brick buildings along Whitworth Street, with their light stone window detailing and podiums and their highly articulated roof lines has informed the palette of materials. The architectural intent is to reference and interpret this existing palette of colour, texture and detail in a contemporary and complementary way.

The facades would emphasise the concept of three levels rising to the Tower structure. The new build would use the same materials and the Tower would have a different treatment reflecting its 60's character. The materials would be: brick, metal cladding, vertical hardwood timber and concrete cladding. As these materials are traditionally used on the surrounding buildings, will age well and would integrate the building into its context.

The podium/apartments/rooftop would be treated differently on all buildings to reinforce the tri-partite appearance. The steel, brick and wood would have an aged/reclaimed feel relating to the industrial heritage of the site and integrate with the surrounding context. The aim is to use natural untreated materials which are robust and retain their intrinsic qualities over time. The materials seek to re-inforce 'craftmanship' by putting attention to relief in the detailing, patterns and bonds.

The podium would unify the scheme, anchoring the new build and tower elements within a consistent base. This element would create a defined edge to the street, a strong active frontage and public realm that is activated by bars, restaurants and shops. The podium is a key element in the design, hiding all the functional elements of the development (waste, access, plant etc.) within its centre, whilst enabling an active frontage to the street.



The key tools for delivering interest to the facades of the new buildings and tower, which also act to break up the scale of the mass include:

“Pixels”: The inclusion of these projecting details would relate to the stone detailing around windows to historic facades. They would be positioned at intervals on the facades to add relief to the elevations, create surprise views and break the brick mass of the facades.

The pitched roofs of the “Dutch houses” are designed to reference the surrounding ornamental roofscapes and add interest to the roofline of the new build blocks, creating an interesting feature and help to orientate pedestrians.

Fenestration: alternating windows would add movement to the facades.

The Tower: retains the strong horizontality and honesty of the concrete frame with the addition of protruding and inset balconies. The top 3 floors would not feature the concrete panels present within the lower levels in order to better define the extension above the existing roof level and the tri-partite sub-division.

Variation in the brick aims to add richness and relate to the predominant material found in the conservation area. The selection of high quality brick is important to the longevity of the material and the façade.

Vertical hardwood timber would be used for the Dutch Houses so that rain water can drain easily and they can be maintained easily. The aim is for a reclaimed look which would age well and complement the brick.

The predominant material for the Tower facade would be a vertical profiled metal cladding and horizontal concrete panels. An irregular pattern would be used for the metal profiling allowing windows and party walls to be placed randomly. The original 1960's language of the horizontal concrete panels would be used for the middle section. Integrated balconies within this concrete band, would retain the same language but add interest and depth to the facade and quality to the apartments by providing outdoor space. The three additional storeys would have a different treatment, expressing verticality through the profiled metal cladding and integrated inset balconies.

The scale and articulation of the podium would relate to podium levels of surrounding buildings that are more decorative, have larger windows and generally have a different materiality or detailing to the rest of the building. The contemporary interpretation of this that is proposed would bring the public activity to ground level making it more accessible and transparent. The design would reference strong horizontal cornices/bands that articulate surrounding buildings but the larger windows at this level would make the 'podium' less solid. This would create a more human scale, drawing pedestrian attention to street level and connecting the site back into the streetscape and creating a strong connection with the public realm.

The uses at ground floor level would maximise active frontages where possible. The objective is to attract local and independent businesses. The nature of these spaces and activity is key to the success of the scheme, both in creating a sense of neighbourhood and community for residents and providing much needed amenity to the wider residential area. Focus has been given to locating leisure facilities along the two newly created routes, the new hidden urban garden and the canal to activate these spaces and draw people through the site.

A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

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



Aytoun Street is underused by pedestrians due to the lack of active street frontages and the uninviting public realm that is around the Site. The Site is on important routes for example between Piccadilly Gardens and Piccadilly Place and on the east/west route from Oxford Road to Piccadilly and on to the Piccadilly Basin. Piccadilly Place delivered a direct link from Piccadilly Gardens along Aytoun Street to Piccadilly Station, incorporating a pedestrian bridge from Aytoun Street to the top of Station Approach along with public open space and active uses. A key objective of this development is to build on these links and create greater accessibility to the site with the creation of several new routes and spaces.

Redevelopment would open the site up for the first time in 50 years, reconnecting it with the surrounding streetscape. There are clear opportunities to harness the huge footfall generated by the proximity to Piccadilly Station and the existing leisure uses along Canal Street by reconnecting the Site into the wider area. The new routes would improve permeability through the site and would provide breathing space between buildings.

The focal point of the development would be a landscaped public square that fronts the Rochdale canal measuring 56m x 21m (St Ann's Square is 70m x 30m). It would maximise pedestrian movement directing people through the site and linking

Minshull Street to Chorlton Street. The central public space would create a strong relationship to the canal as be one of the few sites in the city centre with level access to it.

The scheme would also have a “hidden garden” accessed through the Little David Street and a newly created link. The “hidden garden” is intended to have a festival like atmosphere with integrated vegetation of wild grasses and flowers. It features terraces for the cafes and restaurants, divided by strips of vegetation and has a strong link to the canal. Light trees would give a sense of cover and human scale. The area would also provides spaces for small and larger events and becomes a destination accessible from all directions.



Green “pocket parks” are proposed on the corner of Minshull Street, Aytoun Street, Chorlton Street and Whitworth Street. These green spaces would form recognizable entrances to the site and be a component of the new the east/west connections.

The hard landscape materials would aim to relate to the industrial history of the site whilst soft materials would be utilised to create the ‘hidden garden’ within the heart of the site. Cobble stone paving would interlinks with the paving at plot entrances and linear gaps in the paving would provide for strips of vegetation. A high quality environment would be created through the utilisation of:

- evergreen grasses of varying heights,
- use of evergreen shrubs with varying heights in cloisters organize the garden into rooms with various colors and fragrances.
- flowering trees, medium high stem, semi open crown.

- medium high trees provide verticality to the garden bringing
- colour to a higher level.

- seasonal flowers in movable planters: ornamental flowers bring
- contrast in colour during the blooming season.

- climbers: partially covering the existing buildings, generating a green background and anchor buildings to the garden.

The existing vegetation on the corner of Minshull Street, Aytoun Street, Chorlton Street and Whitworth Street would be upgraded to create an arrival space. The pocket park located on the south corner at Aytoun Street would retain three Tilia trees and multi stem, light crowned trees would also be added.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural is maintained through the procurement, detailed design and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this strategically important site.

The proposal has been prepared by an experienced applicant and design team familiar with the issues associated with developing high quality buildings in city centre locations and with the track record and capability to deliver a project of high quality.

A significant amount of time has been spent developing the proposals and carefully costing the design throughout, with the aim of ensuring that the scheme submitted for the planning application will be the scheme that is constructed and delivered.

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The application is supported by an Energy Statement and Environmental Standards Statement (ESS) which set out how the proposal accords with this objective. It provides a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

Policy DM1 requires that Code Level 4 of the Code for Sustainable Homes rating criteria is achieved, but the Code was revoked in March 2015. However, it is important to understand how a development performs in respect of waste efficiency and energy standards.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods before the application of energy reducing and then low carbon technologies

The energy hierarchy aims to:

- Reduce the demand for energy
- Look at Low Carbon Technologies (LZCT's) which are feasible and that can help to reduce carbon emission of the building

The sustainability hierarchy aims to:

- Improve biodiversity in the area
- Promote use of public transport, cycling and car pooling
- Recycling and composting waste

Examples of reducing energy demand include improving the building envelope. The U-values for the thermal elements would be improved over the maximum allowable standards under Building Regulations Part L1A 2013. The apartments are to include Mechanical Ventilation with Heat Recovery (MVHR). The ventilation system chosen would have a low specific fan power to minimise the energy required by the fans. The heat recovery would minimise energy being lost through exhaust air. This approach ensures a consistent ventilation provision all year round irrespective of external conditions.

Good practice sustainability measures have been incorporated in the design of all the proposed buildings and are summarised as follows:

- High efficiency systems, plant, controls and equipment will be incorporated.
- Internal lighting within the apartments and any external lighting and lighting within communal space will be provided through the use of energy efficient LED lighting where practicable.
- The lighting scheme within the commercial retail space will be developed by the tenant and as such the design team are not able to confirm energy reduction measures proposed associated with lighting and lighting controls. The fit-out will be designed to meet Part L2A 2013 Criterion 1 'Achieving the TER'. A large percentage of the carbon emission comes from the lighting installation and therefore it is unlikely that the fit-out scheme will not include low energy light fittings.

- The apartments would include Mechanical Ventilation with Heat Recovery. The ventilation system chosen would have a low specific fan power to minimise the energy required by the fans. The heat recovery would minimise energy being lost through exhaust air. This approach ensures a consistent ventilation provision all year round irrespective of external conditions.
- Sanitaryware would minimise water use within the apartments and include low flow showers, taps and small capacity baths.
- Each apartment / residential unit is a separately metered and controlled to ensure specific areas can run, without requiring unoccupied spaces to be operated unnecessarily.
- Lighting controls would be provided to communal / landlord's areas utilising presence detectors and daylight sensors where practical. Manual override would be incorporated
- Residential and retail rooftop gardens / terraces within the development contain planters pots and crates allow for flowers and small trees on the terraces. These habitats store rainwater in the plants and substrate and release water back into the atmosphere through evapotranspiration. The urban courtyard, street courtyard and corner park will provide an area of permeable surface, enabling the interception, filtration and absorption of rainwater, coupled with the moderation runoff.
- Water use in the development would be minimised by flow reduction, use controls, recycling and monitoring.

In accordance with Manchester City Council's Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO2 emissions reduction over the current Building Regulation target (2013). The development will comply with EN 6 by demonstrating a minimum of 15% increase on Part L 2010. The development will additionally achieve CfSH level 3 energy consumption requirements and when measured against Breeam rating criteria are expected to achieve a very good rating.

Effects on the Local Environment/ Amenity

Sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The SRF has envisaged that the site would be developed at a density and scale consistent with other City Centre sites.

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

This is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable.

1 Canal Street, The Hub (5 Piccadilly Place), The Lexicon (part 42 Chorlton Street) and 11a Whitworth Street have been identified under the assessment criteria as being subject to potential daylight and sunlight impacts arising from the Phase 1B proposals.

In order to achieve the daylight recommendations in the BRE, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 x its former value, this would be noticeable to the occupants

The BRE Guide recognises that different targets may be appropriate depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It is noted that VSC level diminishes rapidly as building heights increase relative to distance of separation and within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

On the basis that the physical relationship between the Site and the various surrounding buildings differs from building to building, site specifics dictate that it is possible and appropriate for each neighbouring building have its own alternative target. In certain circumstances, a “one size fits all” alternative target may not be achievable.

Whilst detailed analysis has been undertaken adopting the 27% threshold for VSC levels, the results should be interpreted in the context that within a densely developed City Centre environment achieving this level whilst developing this site at the densities required to deliver the aspirations of the SRF is aspirational. Appendix F of the BRE guidelines suggests how alternative targets may be considered, one of which states ‘*consider surrounding context and existing obstruction angles as well as spacing to height ratios*’. Applying BRE standards to aspirational high density development where a window meets or exceeds the 27% target, the levels of daylight related to that window can be reduced by 20% on the basis that the skylight reductions will not be noticeable within the room for its occupants. For this reason in relation to 1 Canal Street, 11a Whitworth Street and The Lexicon an alternative VSC has been set of 21.6% which is considered better reflect the levels that should be expected within such a high density city centre development. 21.6% is considered to

be a very good level of daylight to receive in a high density or City Centre environment because it means that the window still has access to more than half the sky dome (from which daylight is derived) that is realistically and reasonably available to any window that is located in a vertical plane.

However The Hub is considered to be a building which currently receives more than its fair share of daylight from over the site and it is necessary to determine its reasonable expectation. For this reason an alternative VSC of 12.5 %, that it is considered better reflect the levels that should be expected within such a high density city centre development, has also been evaluated as an alternative benchmark within the assessment. Based on the mirror image massing, a number of the first floor residential windows located in the Aytoun Street elevation of The Hub have a VSC of between 12.33 – 12.99%. An alternative daylight target of 12.5% VSC has been established and reflects the 'fair share' of sky light that this neighbouring building should receive over the Site.

For sunlight impact assessment the BRE Guide sets the following criteria:

(a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours throughout the year; and

(b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

Using the same principle as for VSC above, an alternative APSH target of 4% winter APSH (rather than the low density 5%) and 20% annual APSH (rather than 25%) has been set.

For a City Centre site capable of accommodating high density developments that are required to achieve the City's residential growth targets, the application site is currently under developed. As such, buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context. Therefore the existing baseline situation against which the sunlight, daylight and overshadowing impacts of any proposed development on this site would be measured are not considered to be representative of the usual baseline situation that would be encountered within an urban environment and any development of a similar scale to the existing buildings in the vicinity of the site would provide for more extreme impacts.

For sunlight or overshadowing assessments in respect of amenity areas such as public realm and private sitting out areas, the BRE guide recommends that at least half of the area in question should receive two hours of sunlight on 21st March.

Usage of affected rooms has been assumed based on a combination of site observation and desk top research comprising floor plans and / or letting and sales particulars.

The report has been based on external measured surveys and the usage of these rooms has been assumed based on a combination of site observation and desk top

research. Daylight and sunlight impact assessments have been modelled utilising industry standard software.

Affected rooms would be a mix of bedrooms and combined living / dining / kitchen spaces. The BRE Guidelines sets out lower requirements for bedrooms than living / dining / kitchen spaces. Where impacts would affect combined living / dining / kitchen spaces the perception of poor light would be more acute.

The baseline condition acknowledges the existing arrangement, configuration and massing of the Site and its immediate and general surroundings, along with the massing of those neighbouring developments that are Planning approved and where construction works have commenced on site

Overall the impacts can be summarised as follows:

Daylight Impacts

1 Canal Street

22 individual windows have been appraised. Planning approved floor plans for this building confirm that the windows will serve a mixture of bedrooms and living room, which are considered to be of medium – high sensitivity to any changes or reduction in sky visibility and the daylight derived there from. 17 windows (77%) would achieve the alternative 21.6% VSC target, or experience a reduction in existing VSC of less than the 20% reduction accepted by the BRE, on the grounds that it would not be noticed by the building occupants. The impact to these windows can be categorised as non-material.

5 windows do not achieve the alternative 21.6% VSC target and would experience a reduction in existing VSC of more than the BRE's accepted 20% reduction. In general terms, the reduction can be categorised as a medium magnitude of change, which in turn, amounts to a moderate significance of impact. It is concluded that the Development would have no material adverse impact on the daylighting capabilities of this neighbouring building, albeit the reduction in sky visibility is likely to be noticed by the building occupants.

The Lexicon

75 individual windows have been appraised. In the absence of floor plans, the assumption has been made that the majority of the windows serve a habitable room use (probably bedrooms and living rooms) which are considered to be of medium – high sensitivity to any changes or reduction in sky visibility and the daylight derived therefrom.

74 windows (99%) would achieve the alternative 21.6% VSC target, or experience a reduction in existing VSC of less than the 20% reduction accepted as a matter of course by the BRE, on the grounds that it would not be noticed by the building occupants. The impact to these windows can be categorised as non-material.

1 window does not achieve the alternative 21.6% VSC target and would experience a reduction in existing VSC of more than the BRE's accepted 20% reduction (but only marginally – 0.1% VSC). In general terms, this impact can be categorised as 'not significant'.

On this basis, it is concluded that the Development will have no material adverse impact on the daylighting capabilities of this building.

The Hub

200 individual windows have been appraised (serving 150 separate rooms), located between first – tenth floor level, in the west and south facing Aytoun Street elevation of this building. Planning approved floor plans for this building confirm that the windows serve a mixture of bedrooms and living rooms, which are considered to be of medium – high sensitivity to any changes or reduction in sky visibility and the daylight derived therefrom.

All windows (100%) would, however, achieve the alternative 12.5% VSC target, meaning that the windows will continue to receive their fair share of daylight over the Site. On this basis, we would conclude that the Development would have no material adverse impact on the daylighting capabilities of this neighbouring building, albeit the reduction in sky visibility is likely to be noticed by the building occupants.

11a Whitworth Street

86 individual windows have been appraised, the majority of which are located in the north facing Aytoun Street elevation that faces down the Aytoun Street public highway through the gap between the Site and the neighbouring The Hub. In the absence of floor plans, it has been assumed that the majority of the windows serve a habitable room use – probably bedrooms and living rooms, which are considered to be of medium – high sensitivity to any changes or reduction in sky visibility and the daylight derived therefrom.

40 windows (46.5%) would achieve the alternative 21.6% VSC target, or experience a reduction in existing VSC of less than the 20% reduction accepted by the BRE, on the grounds that it would not be noticed by the building occupants. The impact to these windows can be categorised as non-material.

46 windows would not achieve the alternative 21.6% VSC target and would experience a reduction in existing VSC of more than the BRE's accepted 20% reduction. In general terms, this impact is categorised as 'not significant', albeit, the reduction in sky visibility may be noticed by the building occupants.

A 'No Sky Line' of a room / building analysis can be utilised to assist in understanding the room or buildings daylighting capabilities. This distinguishes between those parts of the room that can and cannot see the sky, measured at an internal working plane. The BRE Guidance confirms that daylight may be adversely affected if "the area of the working plane in a room which can receive direct skylight is reduced by 0.8 times its former value". The results of the No Sky Line shows that

despite a number of the windows not achieving the alternative daylight target and suffering a reduction in VSC that amounts to a noticeable magnitude of change, the extent to which skylight is distributed throughout the rooms would not materially change. This owes principally to the channel of sky light entering the building through the Aytoun Street windows received along the Aytoun Street public highway between the Site and the neighbouring building known as The Hub. This channel of sky visibility is unlikely to be removed or reduced and will remain constant. On this basis, it can therefore be concluded that the Development will have no material adverse impact on the daylighting capabilities of this building.

Sunlight Effects

The BRE only requires that that windows facing within 90° of due south and therefore currently receive some direct sunlight to have any realistic expectation of receiving sunlight and need to be appraised and as such not all of the neighbouring buildings identified as potential receptors need appraising for sunlight amenity

The Hub

The Aytoun Street and Whitworth Street elevations of this neighbouring building are west and south facing respectively and rely upon the Site, to some degree, for the supply of direct sunlight. 200 individual windows have been appraised. All windows (100%) would continue to achieve the alternative 4% winter APSH and the 20% annual APSH targets, or experience a reduction in existing APSH values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the building or room occupants. On this basis, it is concluded that the Development would have no material adverse impact on the sunlighting capabilities of this neighbouring building.

1 Canal Street

22 individual windows have been appraised to the upper floors of the Site facing Canal Street elevation of this building (which are being converted to residential and habitable room use). All windows (100%) will continue to achieve the alternative 4% winter APSH and the 20% annual APSH targets, or experience a reduction in existing APSH values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the building or room occupants. On this basis, it is concluded that the Development would have no material adverse impact on the sunlighting capabilities of this neighbouring building

Overshadowing Impacts

The pedestrianised length of Canal Street between Chorlton Street and Minshull Street is identified as a key external sunlight receptor. It has been identified as such, owing to its regular leisure use. External restaurant tables and seating is provided for almost its full length adjacent to the Rochdale Canal walling.

On the basis that the Development is located to the south / south east of this part of Canal Street, its massing will influence the amount of direct sunlight that it currently

and will continue to receive post construction. Notwithstanding any reduction in sunlight hours caused by the Development . 94% of this part of Canal Street would continue to receive at least two hours of direct sunlight and as such the Development would only have a minor adverse impact upon its sunlighting capabilities.

Quality of Sunlight / Daylight within proposed Public Realm

Detailed sunlight and daylight studies have been integral to the massing studies to ensure a successful public space is provided on site. Afternoon and evening sun can be enjoyed on the terraces and roof gardens throughout the majority of the year

Wind

The effect that buildings have on the wind environment at pedestrian level and the likely wind conditions resulting from new developments have an impact on pedestrian comfort and the safe use of the public realm. While it is not always practical to design out all the risks associated with the wind environment, it is possible to provide local mitigation to minimise risk or discomfort where required.

A boundary layer wind tunnel study of the existing site and proposed development as well as future surrounding development that could affect conditions on site has been undertaken to assess the wind microclimate for the proposed development. This has assessed the potential effects of the proposed buildings on local wind patterns compared with the baseline conditions at the site and surrounding area. This assessment has been used to make recommendations in relation to the need for and specification of any necessary mitigation measures to prevent, reduce or offset any significant adverse effects; and the likely residual effects that might result from the development to ensure that there an acceptable environment around the building based on the industry standard Lawson criteria for pedestrian comfort and safety.

The baseline condition shows that the site is suitable for different activities from sitting to walking strolling. The proposed landscaping proposals have been incorporated into the wind assessment and based on this no mitigation measures would be required at ground level as all areas at ground level were found to be suitable for the intended uses. The results also show that all areas at ground level are safe.

Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. This aspect can be mitigated through appropriate construction environmental management techniques such that the effects are not significant. A condition would be attached to any consent granted requiring a scheme for the wheels of contractors' vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

The site is located within an Air Quality Management Area (AQMA), which covers the whole of Manchester City Centre, and is declared for potential exceedences of the

annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the residential building. However, the proposal is located in the City Centre and as such has good public transport access by tram, bus and rail, providing access to alternative modes of transport for trips to the site by car.

Noise and vibration

Whilst the principle of the proposal is considered to be acceptable the impact that adjacent noise sources might have on occupiers does need to be considered. The application is supported by a Noise Report which concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level.

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

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

It is acknowledged that disruption could arise as a result of the construction phase of work. The applicant, their contractors will work with the local authority and local communities to seek to minimise disruption.

The contractors would be required to engage directly with local residents. The enabling works package has followed this process. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

TV and Radio reception

The TV and Radio Reception survey has concluded that there is the potential impact zone for terrestrial television reception covers an area which includes a section of Aytoun Street and Fairfield Street, as well as Minshull Street South, Ebdon Street, Cobourg Street, Granby Row and South Pump Street.

The report anticipates that reception for the communal television aerial sited at rooftop height on the multi storey residential properties within the potential impact zone, will be much improved. The report sets out the mitigation measures that could be used to address any reception issues should they arise post completion of the development.

Conclusions in relation to CABA and English Heritage Guidance

In assessing the development in the context of the CABA and English Heritage criteria it is considered that whilst the level of impacts would bring sunlight hours below the BRE recommended thresholds for some windows it is common in a densely developed city centre locations for impacts to exceed guidance. Such

impacts also need to be considered in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposals would meet the requirements of the guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a tall building of a quality acceptable to this site such that the development would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework policies SP1, DM1, T1, EN1, EN2, EN4 EN6, EN9, EN11, EN16, CC4, CC6, CC9_and CC10 of the Core Strategy and saved UDP policies DC26.1 and DC26.2.

Parking, Servicing and Access, Green Travel Plan / Cycling

Car and cycle parking would be provided within the two storey car park and there would be 1 secure cycle space per apartment which would equate to 60% provision per bedroom.

Whilst the development is in a highly sustainable location with access to a range of sustainable transport options, it is accepted that some residents may choose to own or use a car for certain journeys to and from the site. As such some provision for this has been made within the development with the inclusion of 69 car parking spaces. All car parking would be allocated to residents. There would be a designated car pool space which would be managed by the management staff. An element of off-site provision would also be provided to cater for any additional demand within existing private car parks located within close proximity of the development site. There are 30 on-street car parking bays (30), including disabled bays (6), located on the local highway network abutting the site.

On-street loading/ drop-off bays are proposed on Minshull Street and Chorlton Street, with a new lay-by on Aytoun Street. In order to facilitate these new bays and lay-by, alterations to the existing on street 'pay and display' bays and bus stop locations are proposed. These alterations do not require the loss of on-street parking bays and the approach has been agreed 'in principle' with TfGM and the Police.

Deliveries and refuse collection would take place from on-street loading bays and a lay-by on Chorlton Street, Aytoun Street and Minshull Street allowing servicing to all parts of the site.

A Framework Travel Plan document has been submitted which aims to reduce unnecessary car journeys and increase the number of people who walk, cycle and use public transport. This recognises the need to encourage those accessing the development and visitors to travel by sustainable transport modes and the applicant has indicated their commitment to the development and implementation of a Travel Plan that would promote car sharing, cycling, walking, and public transport and thereby reduce the demand for on-site parking spaces. Any approved Travel Plan would be expected to be fully implemented at all times when the development is in use.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Crime and Disorder

The increased footfall from the residential population and employment and the improvements to lighting would improve security and surveillance. The applicants have stated that the safety and security of residents, staff, guests and other users of the proposed Kampus development is vital to the success of the scheme and has been given careful consideration throughout the design. Greater Manchester Police have provided a crime impact assessment and the developments is expected to achieve Secured by Design accreditation. A condition requiring that the development seeks to achieve that accreditation is capable of being attached to any consent granted.

The ground floor layout has maximises opportunities for surveillance of the public realm. The two concierge desks are located at ground floor, and a concierge service would operate at all hours and allow staff to vet visitors before allowing them to access the building. The main concierge is located at the bottom of the tower, with direct views over the hidden garden, to allow staff to survey this area and address potential concerns.

Access to the retail terrace would only be possible during open hours of these units to reduce the potential for misuse, they will also be covered with monitored alarms.

The pedestrian routes and external spaces including the area around the canal would be lit to a high level and CCTV would be incorporated.

Areas of none visible high secure cycle storage, such as lockers will also be provided for users with expensive bicycles.

Compliance with the recommendations of the submitted Crime Impact Statement is capable of being a condition of any consent granted. Subject to compliance with this and in view of the above the proposals are consistent with Core Strategy Policy DM1.

Archaeological issues

On the basis of the Desk Study it is considered that the appropriate mitigation is acceptable. Prior to development commencing an archaeological evaluation through trial trenching would be undertaken to establish the presence, character, extent and relative significance of any archaeological remains. Should this locate well preserved archaeology, the areas of interest would be opened out and recorded through further controlled archaeological excavation. This work can be secured by a condition that would be attached to any consent granted.

In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, Policy DC20 contained in the UDP and policy CC9 of the emerging Core Strategy

Biodiversity/Wildlife Issues

The scheme aims to protect existing species, enhance the ecological value of the site. The vegetation differs in each part of the design including the urban courtyard,

the shared roof garden and the roof terraces. The proposed planting includes species of varying heights that considers the entire life cycle of bees and butterflies, to provide breeding places and a succession of food, it focuses where possible on nectar rich and fruit-bearing species to support wildlife.

The increase in planting area, diversity and introduction of green corridors would improve species biodiversity and form migration corridors which enable natural migration through the site. The increase in overall green space would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

The creation of a canal side habitat of significant local value should strengthen the already important role the canal plays in the urban environment. The opening up of the canal side area would both improve migration of species to and from the site and help to establish a new waterside habitat.

Retained and introduced mature trees would be maintained and managed as part of the overall scheme strategy and incorporated in the habitat management plan. The urban courtyard, street courtyard and corner park would incorporate rough grasses, large urban trees in grasses and wild flower beds.

The submitted ecology survey identified negligible potential for roosting bats to be present within the buildings on the site and no direct evidence of roosting was found during the building inspections. Habitats on site were considered to be of low value to foraging and commuting bats although the Rochdale Canal immediately adjacent to the site provides improved habitat for foraging bats and a commuting corridor.

The habitats on site were not considered suitable for use by nesting or foraging black redstart (a species known to nest in central Manchester), with no high song perches favoured by this species, few sheltered, quiet, high ledges for nesting, limited insect activity due to the dry nature of the site and a high degree of disturbance from the busy adjacent roads.

There is potential within this development and the wider Kampus site to incorporate measures that would provide habitat enhancements including for bats and the details of the inclusion of such measures will be a condition of any consent granted.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy.

Waste and Recycling

Common refuse and recycling facilities would be provided within a dedicated bin store within the basements this would contain 41 1100 litre. The waste strategy has been developed separately for residential and commercial waste and residential and commercial waste would be stored and collected separately. Residential refuse stores would be centralised within the ground floor of each building and the stores have been sized to reflect the number of units serviced by each store. Refuse would be collected via tri-separator (general waste, recyclables and organic waste) bin shutters on each residential floor. The bin chute system would allow residents to easily

separate their waste, with access to a bin chute lobby on each residential floor, promoting recycling and composting across the whole development.

Residential collection would take place twice weekly, at designated lay-by locations as agreed by MCC highways and the management company would ensure that bins would be ready for collection prior to the refuse vehicles arrival. Refuse stores would be ventilated and designed to accommodate the appropriate amount of bins

Commercial and retail units would contain their own individual refuse store within the units' demise with the location of the refuse store having to be located with direct access to the provided service corridor. Waste storage and collection requirements for commercial tenants would be secured through tenancy agreements and tenants will be obliged to follow these agreements.

Ventilation for these stores would be fitted by each tenant, however ventilation requirements have been considered within the overall MEP strategy and louvres have been integrated into the façade for this purpose. Commercial refuse collection will take place twice daily (or as per tenant requirements) at designated lay-by positions. Tenants will be responsible for placing bins at collection points in accordance with a safe and efficient strategy agreed upon with the central management team within the tenancy agreement.

Flood Risk and Sustainable Urban Drainage Strategy

The application sites lie within Flood zone 1 and is deemed to be classified as a low risk site for flooding from rivers and sea and ground water. A low to medium risk of surface flooding (overtopping) appears to be associated with the Rochdale Canal which forms the northern boundary of the Site .

The site also lies within the Core Critical Drainage Area within Manchester City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of any brownfield development. The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications which was being introduced from in April 2015. As per the guidance issued by the Department of Communities and Local Government (DCLG), all major planning applications being determined from 6 April 2015, must consider sustainable drainage systems.

The applicant has prepared a drainage statement which details how foul flows will discharge to the existing combined sewers in the vicinity of the Site. Surface water flows will discharge to the Shooters Brook at Greenfield Runoff Rates with attenuation being provided to facilitate this. However further consideration should be given to how the drainage systems at the site would work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

In terms of the risk of flooding associated with the Rochdale Canal the setting of floor and basement cill levels above 1500mm above external levels and engineering solutions to provide containment would ensure that surface water is directed away from existing and proposed buildings.

Conditions could be imposed on this planning application which require provision of details on the surface water drainage and requiring agreement of details of a maintenance and management of the system to be submitted for approval. In view of the above the proposals are consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

The Environment Agency have no objections but have recommended conditions in relation to ensuring the risks to adjacent ground and controlled waters. Cumulative effects with other committed developments where there are likely to be significant effects for flood risk and surface water are not considered to be significant in terms of foul water and in terms of surface water run off and flood risk will be moderate beneficial.

Drainage implemented in line with the NPPF will in turn support the improvement of water quality and help the River Medlock eventually reach 'Good' Ecological Potential.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives the development would on balance be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Contaminated Land Issues

A phase 1 Desk Study & Phase 2 Geo- environmental Report have been provided which assesses geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. Issues of Ground Contamination and any necessary mitigation have been dealt with in the application relating to the remedial works on the site as detailed above and on this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

Disabled access

With the exception of the Minshall Street entrance where there is a circa 2m level change between the street and the site the setting out of the ground floor levels has been dictated by existing pavement levels where possible, ensuring primary entrances can be accessed from flat and level approaches with inclines of 1 in 40 or less. However, all the retail and leisure facilities/ canal front will be fully accessible from the entrance on the corner of Aytoun Street and Minshall Street.

The layout would incorporate ramps to allow a fully accessible route through the site and public square. All access routes from pavement to main entrances are all hard landscaped and a clear width of at least 1500mm or wider and comply or exceed statutory guidance. They are also all either flat or of a gradient of not more than 1 in 40.

High visibility signs will be provided to identify buildings and entrances. Main concierge areas are located at ground floor. All areas will be fitted out and laid out in a way which is accessible and provides ease of access and wayfinding for all users.

8 of the 69 car parking spaces (10%) would be clearly denoted disabled parking spaces, and are located at ground and first floor with access to lifts.

All buildings would also include fully accessible lifts and all circulation corridors would be a minimum of 1500mm wide to allow for an environment for convenient movement through all circulations routes and doorways. This is to allow ease of movement for the widest range of people including those: with pushchairs, carrying children or large objects, using wheelchairs or other mobility aids.

Approximately 40% of apartments within the proposed scheme would be suited to potential adaptation.

Socio-Economic Impact - The social and economic effects of the proposed development would be positive, providing benefits that should make a considerable improvement to the lives of people living nearby.

Temporary construction jobs would be created followed by permanent full-time jobs when the development is complete and operational. Major beneficial effects upon employment during construction are estimated to include 190-240 over the construction phase. Beneficial effects on local expenditure are predicted during construction, as workers in the local area would spend money in local businesses, and are anticipated to create economic multiplier effects within the supply chain.

The provision of enhanced facilities such as public realm and landscaping would be beneficial. The additional housing will make a significant contribution, to annual housing targets in Manchester.

It is anticipated that around 150 full time equivalent jobs would be provided at the site during the operational phase. The expenditure effects of which would be beneficial, as increased residents, visitors and workers would spend money in the area and boost the local economy.

In view of the above the proposals are consistent with section 1 of the National Planning Policy Framework and Core Strategy policies SP1, EC1 and CC1 of the emerging Core Strategy.

Consideration of alternative Locations

The Site is a large strategic site within a key area of Manchester City Centre. It is subject to an endorsed Strategic Regeneration Framework (Manchester City Council Executive Committee, June 2015). In this context, alternative locations for regeneration within the city centre were considered at an earlier stage of the planning process and this has defined the proposed use for the Site. The Site has the potential to provide economic, regeneration, and employment benefits which would contribute to wider strategic aims of the region. It is brownfield land, and the buildings on the site are no longer fit for purpose and a new vision for the site is required to deliver

change, and its selection for regeneration is supported by a range of policy documents, as discussed in the Planning Statement submitted in support of the planning application.

The Site's urban location, transport links, brownfield nature, and ability to sustainably contribute to wider strategic aims are key elements in its selection as a suitable site for mixed-use residential and commercial development

Response to Places Matters Comments

The comments about the relationship of the new buildings to the tower and the need for more variation in height it is noted and the scheme has been developed in response to all key constraints. The tallest element would be at the existing Tower creating a landmark element. The average building height datum for the proposal sits at the height of the Sackville Street Building. Detailed sunlight and daylight studies have been integral to the massing studies to ensure a successful public space is provided on site. Afternoon and evening sun can be enjoyed on the terraces and roof gardens throughout the majority of the year.

The materiality for the podium, apartments and rooftop village would be treated differently for both the new build and the existing Tower.

The surrounding buildings have decorative podium levels tend to have larger windows and generally have a different materiality or detailing to the rest of the building. The contemporary podium would bring the public use to ground level making it more accessible and the activity within more transparent. It references strong datum lines of horizontal cornices/bands that articulate surrounding buildings horizontally. Hierarchy in the fenestration would make the 'podium' appear less solid with larger openings, revealing activity inside bringing life to the public realm and street scape. This would help to give the scheme human scale, drawing pedestrian attention to street level and connecting the site back into the streetscape.

Response to Historic England's comments

The main concerns of Historic England and how these relate to the assessment of the level of harm and benefits of the development are addressed in detail above.

Any harm that may be caused to the setting of the grade II* Courts would be outweighed by the benefits of achieving a more coherent urban form to the building's setting;

The harm to the views along the Rochdale Canal/Canal Street corridor, is currently adversely impacted by the low quality surface car parking, a sense of dereliction and lack of active use. The proposed development will enable the reanimation of this space, and transformation of the Listed Buildings thereby enhancing the heritage value of the view as a whole.

It is considered for the reasons outlined in this report that the height and massing of the scheme, combined with its architectural form and character would not be at odds with the historic and architectural significance of the surrounding context and

therefore that the development would not be contrary to the relevant statutory and policy context.

Response to Panels comments - The majority of the comments raised have been addressed above but in addition the following is noted:

The buildings on site were designed for educational use and with the exception of the tower, do not provide opportunities for conversion to residential development due to the floorplates and limited quantum of residential development that could be provided on site.

Signage will be determined by future operators of the site, however it is anticipated that a commercial strategy will be subject to a planning condition identifying signage zones and commercial strategy.

Response to Canal and Rivers Trust comments - The main concerns raised by the Trust relate to the scale and massing of Block C and whilst the merits of the design have been discussed elsewhere in this report the following is also noted:

Through the process of the design evolution of the submitted mass, a number of iterations of less successful massing were explored in terms of meeting the development brief within the parameters set by the SRF and site analysis. Options explored included lowering the height at the south in order to maximise sunlight into the site however this meant considerable height towards the setting of Canal Street which is the lowest building heights in the surrounding context. Also explored was making a new-build element the tallest on site, however by stepping down to the setting of Canal Street this meant it was best suited to the south of the site and would have drawn attention from the existing element the 1964 tower which is a special and different character. In order to enhance the setting of the existing tower making the new build towers a uniform height was also explored. However, this was not considered as successful as creating varied heights in the massing which defined the volumes and addresses the existing surrounding context.

At present, there are no clear routes to the Canal and open space within the heart of the site adjacent to the canal wall is uninviting and prone to anti-social behaviour. The proposals would activate the area adjacent to the Canal wall through the creation of pedestrian routes through the site via a central area of public realm and commercial units at ground and upper ground floor levels and it is considered in the context of the above that these benefits to the canalside environment along with the wider public benefits of the redevelopment scheme as a whole would outweigh any adverse impact on the character of the canal and its environment.

It is considered that the assessment of the Verified Views submitted (in particular Viewpoint 7) with the application view clearly demonstrates the juxtaposition between the historic warehouses and run down modern concrete educational buildings, which were constructed on the site of the former canal arm creating a disconnected and fragmented streetscape between the two since the 1960s. This viewpoint represents well the heritage values of the identified heritage assets, the dominant scale and original uses of former warehouse buildings are clearly understandable, yielding historic, aesthetic and communal values, and consequently

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

The impact has also been assessed with reference to the 14-storey element to Block C and concludes that the open area between the new Block C and the rear aspects of Minto & Turner Building and Minshull House would create an interesting and enclosed courtyard space, which would be enhanced by the presence of the canal and the ability to fully appreciate the rear elevations of the listed warehouses and would introduce activity and vibrancy in the form of a new public space, which has previously been an underused part of the site.

The heritage values and appreciation of the Grade II listed canal lock and canal walls would therefore still be fully understood, and their setting is considered not to be harmed by the development, and consequently, the overall impact of the Proposed Development will be minor beneficial.

Waste collection facilities for commercial units, including for the bungalow would be provided in line with the identified waste storage capacity, however storage arrangements would be driven by the future operators of this unit. It is not anticipated that waste storage would be visible from the waterside and once operational appropriate screening will be applied to the 'Bungalow' waste area in the interest of visual amenity.

It is anticipated that a landscaping condition to approve full details of the landscaping scheme would be attached to any permission and these would include detailed proposals for interface between the proposed hard landscaping and the canal edge and existing boundary wall.

Lighting and landscaping conditions to approve full details of these elements are capable of being attached to any consent granted and there will be an opportunity to discuss the detailing of the with the Trust.

The applicant has stated that they remain in dialogue with CRT on the proposals for the Listed Buildings which also lie adjacent to the Canal.

Response to Ward Members comments – The applicants have confirmed that there will be 2 electric charging points and fibre optic broadband provision included within the development this requirement is capable of being a condition of any consent granted

Conclusion

The proposed development would deliver the next phase of the transformation of Piccadilly and build upon improvements at Piccadilly Gardens, Piccadilly Station, Piccadilly Basin and Piccadilly Triangle. The area should continue to be a major focus for development in the coming years as a result of investment at Mayfield, the Northern Hub and HS2.

The existing form of development is insular and relates poorly to surrounding buildings, routes and spaces. The site is uninviting and largely impenetrable and is a

barrier between Piccadilly Station and the commercial core. The proposal would fully address this and would provide a new focus for activity commensurate with other areas that have been successfully regenerated in the City Centre.

The site would be developed at an appropriate city centre scale and create a neighbourhood with a distinct character. It would provide a new destination that would provide uses and activity that would complement the Village and Piccadilly Triangle.

The proposal would create a vibrant residential led mixed use neighbourhood, enhancing the townscape and integrating the site with the surrounding area. It would transform the area providing buildings of architectural quality, along with new active public streets and squares.

Given all of the above the area would be enhanced by the development and it is considered that the considerable and extensive public benefits that would be delivered would outweigh the 'less than substantial harm' that would be caused to the setting of the adjacent listed buildings and conservation area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of 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 paragraphs 132 and 134 of the NPPF.

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 Head 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 APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This

has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Site and location plan 901 Rev 02 and 901 Rev 02;

(b) Dwgs 100 Rev 04, 101 Rev 04, 102 Rev 04, 103 Rev 04, 112 Rev 04, 113 Rev 04, 114 Rev 04, 115 Rev 04, 116 Rev 01, 400 Rev 04, 401 Rev 04, 402 Rev 04, 500 Rev 04, 501 Rev 04, 502 Rev 04, 503 Rev 04, 601 Rev 04, 602 Rev 04, 603 Rev 05, 604 Rev 05, 605 Rev 04 and 607 Rev 04.

(c) Recommendations in Redmore Environmental's Air Quality Assessment dated 25-05-16 as amended by Addendum dated 15-07 -16;

(d) Recommendations contained in Hannan Associates Energy and Environmental Standards Statement dated 17 May 2016 in relation to compliance with with the MCC's Policy EN6.

(e) Recommendations in Crime Impact Assessment Version B : 26th May 2016
REFERENCE: 2016/0248/CIS/01;

(f) Mitigation and Recommendations contained in Buro Happolds Kampus, Aytoun Street, Manchester Flood Risk Assessment & Drainage Strategy Rev 02 dated 25 May 2016;

(g) Details in Melissa Wilson's e-mails dated 05-08-16 (Fibre Optic Broadband) and 11-08-16 (Electric Car Charging); and

(h) Refuse Strategy in section 5.5 of Mecanoo Design and Access Statement 25-05-16 Rev 02 and comments included in the Deloitte Kampus (Main Scheme) - Schedule of Consultee Comments August 12 2016

Reason - To ensure that the development is carried out in accordance with the approved plans.

Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5 , CC6 , CC7, CC9 , CC10, T1, T2 , EN1, EN2 , EN3 , EN6 , EN 8, EN9, EN11, EN14, EN15, EN 16 , EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1 , DC20 and DC26.1.

3) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of doubt the demolition of the buildings would not constitute commencement of development.

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

4) Notwithstanding the details submitted with the application, prior to the commencement of development, a schedule of materials, preliminary samples and a programme for the issue of samples and specifications of all materials to be used within the external elevations shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

5) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following

- *Method Statement for the protection of the Rochdale Canal.
- *Hours of site opening / operation
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *Construction methods to be used, including the use of cranes;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction and;

- *A scheme for recycling/disposing of waste resulting from demolition and construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan,
- *Details of how access to adjacent premises would be managed to ensure clear and safe
- *routes into Buildings are maintained at all times.
- *Management of flood risk and pollution;
- *Proposal of surface water management during construction period; and

A risk assessment, construction method statement and environmental management plan, to include all aspects of work adjacent to the Rochdale Canal to include:

- *Prevention of pollution of the Rochdale Canal or other damage to the waterway or its users;
- *Prevention of structural damage including from vibrations to the Rochdale Canal;
- *Prevention of pollution of the Rochdale Canal or other damage to the waterway or its users; suitable measures to prevent rainwater *running off the site into the canal during demolition and construction activities
- * Confirmation that no water generated by demolition and construction activities (e.g. from dewatering activities) to enter into the canal (unless otherwise agreed by C&RT after review of comprehensive water quality data)
- * Confirmation that any stockpiling of potentially contaminated soils or storage of materials such as oils/concrete etc should take place away from the Rochdale Canal

has been submitted to and approved in writing by the City Council as local planning authority.

Any approval granted shall be following a consultation process that includes Transport for Greater Manchester. The approved CMP shall be adhered to throughout the construction period. The development shall thereafter be fully implemented in accordance with these details.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies DM1, EN14 EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

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

commencing on site.

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

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

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

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. (a) The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the

interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

9) The development hereby approved shall be carried out in accordance with the Environmental Standards statement prepared by Hannans stamped as received by the City Council, as local planning authority on June 2016. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

10) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

11) Prior to commencement of development a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

12) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching
 - dependent on the above, targeted excavation and recording
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
3. Dissemination of the results commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible. GMAAS will continue to monitor the implementation of the archaeological programme set out in the agreed WSI on behalf of Manchester Planning Authority

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

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant

14) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- o Surface water drainage
- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
- o Hydraulic calculation of the proposed drainage system;

- o Long and cross sections for the proposed drainage system and finished floor levels;
- o Construction details of flow control and SuDS elements.
- o Proposal of surface water management during construction period.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, we suggest the following construction and maintenance condition to be considered by the LPA:

15) Prior to development commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

16) Prior to the commencement of development a programmes for submission of final details of the public realm works as shown in dwg number A666 L901 Rev 01 shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the proposed hard landscaping materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails;and
- (h) Details of a signage strategy in relation to way finding within the development and associated public realm;
- (i) A strategy for the planting of street trees within the pavements on Whitworth Street and Princess Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; an appropriate screening to proposed refuge storage below the bungalow when viewed from the waterside;
- (j) the detailed design solution for the canal edge and existing boundary wall, landscape and boundary treatment to secure attractive views into and from the development of the canal.
- (k) the provision of facilities to encourage boating activity in the area within the development

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

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

Reason - To ensure 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.

17) Notwithstanding the details submitted with the application prior to completion of the development final details of how the parts of the Rochdale Canal corridor adjacent to the development are to be lit shall be submitted to and approved in writing by the local planning authority in consultation with the Canal & River Trust. The details shall include measures to effectively light the canal and towpath adjacent to the development. The works shall be completed in full accordance with the approved details. The approved scheme shall be implemented in full prior to occupation of any part of the development.

Reason

To ensure that the development makes a positive contribution to the quality of the Rochdale Canal and to aid in the improvement of Crime and Disorder issues in these areas pursuant to Core Strategy Policies EN9 and DM1.

18) Notwithstanding the Residential Management Strategy, prepared by Go Native for the Kampus Development stamped as received by the City Council, as Local Planning Authority, on 03-06-16, prior to the first use of the development hereby approved, a detailed management plan including:

*Details of the strategy for the letting of the residential accommodation

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

*full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

*details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal

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

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

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

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

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

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

21) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Aecom, stamped as received by the City Council on 03-06-16. In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development 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 the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii)

above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel , pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

22) The proposed development shall be carried out in accordance with the recommendations in Sandy Browns Acoustic Report dated 21 July 2016 and in line with comments from included in the Deloitte Kampus (Main Scheme) - Schedule of Consultee Comments July 2016 in relation to NSE1 and subject to the following:

(a) Prior to occupation of each block of the residential element of the scheme, a post completion report to verify that all of the recommended mitigation measures have been installed in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

(b) Prior to the first use of the commercial units, a scheme of acoustic insulation shall be implemented for the commercial units in accordance with the noise assessment prepared by Sandy Brown and the note from Deloitte stamped as received by the City Council, as Local Planning Authority, on the 21 July 2016 and 12 August 2016 respectively. The approved scheme shall be retained and maintained for as long as the development remains in use and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

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

23) No part of the development shall be occupied unless and until details of a parking management strategy for residents who do not have a parking space within the development has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential element of the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

24) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with:

- (a) the residential development; and
- (b) any of the commercial uses;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

25) Final details of the method of extraction of any fumes, vapours and odours from:

- (a) the residential accommodation ; and
- (b) the A3 /A4 commercial units;

shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / A3 / A4 commercial unit The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

26) The commercial units can be occupied as A1, A2, A3, A4, B1,D1 (nursery and crèche, clinic and health centre, art gallery only) or D2 (Gymnasium, indoor sport and recreation only).

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Core Strategy policies DM1 and saved Unitary Development Plan policies DC26.1 and DC26.5

27) In relation to the commercial units the following details shall be submitted and agreed in writing before first occupation of the units:

- (a) a signage strategy;
- (b) a layout and design strategy for any outside furniture and associated fixtures and fittings;

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy

28) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or

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

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

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

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

30) Notwithstanding the TV reception survey, by Taylor Brothers dated 23rd February 2016 within one month of the practical completion of the development and at any other time during the construction 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 shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted 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 Core Strategy Policies DM1 and SP1

31) Before any part of the development hereby approved is first occupied A Servicing Management Strategy for :

- (a) the residential accommodation: and
- (b) the commercial units

shall be submitted and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed prior to the occupation of the commercial units

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy.

32) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

33) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies Dm1 and SP1.

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

Reason

To prevent pollution of controlled waters from potential contamination on site. The site is located in a sensitive location with respect to controlled waters on the site and in close proximity to the site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

35) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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) The development hereby approved shall include for full disabled access to be provided to the main Aytoun Street and Minshall Street residential entrances to the floors above.

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

37) If during works to convert the building to the use hereby permitted any sign of the presence of bats if found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15

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: 112034/FO/2016/C2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Travel Change Team
Housing Strategy Division
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Neighbourhood Team Leader (Arboriculture)
United Utilities Water PLC
Canal & River Trust
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Manchester Airport Safeguarding Officer
Civil Aviation Authority
National Air Traffic Safety (NATS)
National Planning Casework Unit
Wildlife Trust
Greater Manchester Pedestrians Society

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:

Flat 3, Regency House, 36 Whitworth Street, Manchester, M1 3NR

apartment 108, 5 Piccadilly Place, Manchester, M1 3BR

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk

 Application site boundary ● Neighbour notification

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