

Application Number	Date of Appln	Committee Date	Ward
111777/FO/2016/C1	6th Jun 2016	22nd Sep 2016	City Centre Ward

Proposal Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (176 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works.

Location New Victoria, Land At Corporation Street, Manchester, M3 1NX

Applicant Muse Developments Ltd & Network Rail Infrastructure Ltd, C/O Agent,

Agent Miss Ellen Sanderson, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Description

Site Context and Description

New Victoria is located on the northern edge of Manchester city centre. It lies next to Manchester Victoria Station and the NOMA project, one of the City Council's key regeneration areas. The application site is 1.14 hectares and includes part of Corporation Street and Long Millgate. The majority of the site is used, or has been used, as surface level car parking.

To the east is Corporation Street and the Grade II listed former Co-op buildings which are being renovated. South of the site are four Metrolink tramlines and City Buildings, beyond this are the National Football Museum and the Arndale Centre. To the west is Manchester Victoria Station, one of the three main railway stations in Manchester. Cheetham Hill Road bridge is to the north, along with the former Parker's Hotel.

The site is heavily constrained by the River Irk culvert, which flows under the site from northeast to southwest, the proximity of the Victoria Station roof and train tracks with associated 'no build zones' and a restrictive height covenant.

New Victoria lies next to the Cathedral and the Shudehill Conservation Areas. There are no listed buildings within the red line boundary, but there are several around the application site. These include Parker's Hotel, 109 Corporation Street (Grade II), New Century House (Grade II), the Old Bank Building (Grade II), Hanover Building (Grade II) City Buildings, 67 Corporation Street (Grade II) and Manchester Victoria Station (Grade II).

Use

The proposed scheme consists of three buildings along Corporation Street.

- Building 1 is a 26 storey residential building with 293 apartments (a mix of 1, 2 and 3 bedrooms). It is located to in the north part of the site and would be accessed from Corporation Street over a new footbridge. It would have a ground floor of resident amenity space (gym, residents' lounge, cinema room and toilets).
- Building 2 is a 21 storey residential building with 227 apartments (a mix of 1, 2 and 3 bedrooms). It is located in the central part of the site and has two ground floor units facing onto Corporation Street for A1, A2 and A3 uses. Also on the ground floor are a resident's lounge, cinema room and toilets.
- Building 3 is an eight storey office building. It is 11,647 sq. m. (125,367 sq. ft.) in size (gross internal area) and located in the south part of the site. The main entrance would be on the corner of Corporation Street and Halliwell Street. A ground floor unit is proposed for either A1, A2, A3 or B1 uses.

The 520 apartments are made up of 176 1 bed units (34%), 286 2 bed units (55%) and 56 3 bed units (11%) and are designed to comply with the Councils Interim Space Standards. The apartments would be for the private rented sector (PRS) and a Management Company would be established with responsibility for the long term stewardship of all shared and public areas of the proposed scheme.

Access and Movement

The three main buildings would be accessed by foot on Corporation Street. A vehicle and access is proposed from Corporation Street between Building 2 and Building 3. This would provide pedestrian, cycle and vehicle access to the cycle, motorcycle and car parking, servicing for refuse collections, the plant area as well as Network Rail's car park and maintenance access. A pedestrian bridge is proposed linking Corporation Street and Building 1 as there is a level change between the street and proposed building.

There would be 141 car parking spaces provided, including seven disabled spaces with associated access and servicing. The spaces would be surface level and located next to the lower ground floor of the buildings. 37 are proposed for the office development and 104 for the residential. 18 motorcycle spaces are proposed.

324 cycle spaces and storage are proposed across the development. This is made up of 260 spaces for the residents (one for every two apartments), 58 for the office development and six cycle racks in the new public spaces on Corporation Street. Cycle facilities are provided. This includes changing rooms, showers and storage lockers.

Built Form

The layout of the residential buildings has been driven by a brief to maximise the number of apartments with dual aspect views. This has led to a layout with one central core with three wings of accommodation. 50% of the apartments would be dual or triple aspect with a mix of one, two and three apartments on each floor. A roof terrace is located on the top floor for residents and their guests.

The concept for the façade is a ‘hooped envelope around a glass box’. The ‘envelope’ is made up of vertical panels from the first floor (about 4.5m above street level) to the roof level in a mix of profiled and flat, matt finished panels. The proposed colour is ‘cobble/granite grey’, which has been chosen to complement the lighter colours of the listed buildings on the other side of Corporation Street.

The ‘glass box’ starts on the ground floor and continues to the roof level. At the ends of each building are balconies. On the roof level are recessed penthouse terraces.

The office building is a parallelogram in shape with truncated corners reflecting the historic context of the buildings opposite. It is described as being ‘crystal like’ and designed to contrast with the two residential buildings. The public side of the ground floor is set back from the street with a colonnade and main entrance to the offices.

The upper seven floors are clad from floor to ceiling in glass. A stepped shadow box detail is proposed to maintain the appearance and continuity of the glass. Parts of the upper floors are inclined creating long diagonals across the façade. At roof level are aluminium louvres which screen the recessed plant space.

Open Space

Three connected spaces are proposed along Corporation Street:

- A ‘Gateway’ space at the junction with Cheetham Hill Road and bridge link to Building 1;
- Central Space next to Building 2; and
- At the office building entrance (Building 3)

The new public spaces are intended to integrate with the street facing ground floor units in the new buildings, Corporation Street and the NOMA development. The selection of high quality materials uses the palette adopted for NOMA and is intended to integrate the two developments as well as future development to the north. The proposals include tree planting, public art, cycle parking, seats and lighting.





Phasing

The development would be phased. Phase 1 is expected to be site enabling works, constructing the two residential buildings, the public spaces and the access route and ramp. The office site would be treated on an interim basis.

The second phase would comprise the office building and the public realm around it.

Benefits

In support of the application, the applicants have stated that the proposed scheme would deliver the following benefits:

- A major contribution to economic growth aligned to one of Manchester's key target growth areas (business services) identified in the Greater Manchester Strategy;
- A significant catalyst for the wider regeneration of this area of the city centre, complementing investment in Victoria Station, NOMA, Green Quarter, Strangeways and New Cross;
- Fully use a vacant site;
- Provide a high quality gateway into the city centre; and
- Contribute to the regeneration of Corporation Street.

The application is supported by the following documents.

- Application Forms, Certificates and Notices - prepared by Deloitte;
- Location Plan, Existing and Proposed Plans, Sections and Elevations - prepared by Sheppard Robson;
- Public Realm Plans - prepared by Planit-IE LLP;
- Design and Access Statement - prepared by Sheppard Robson;
- Heritage and Townscape Impact Appraisal - prepared by KM Heritage;
- Environmental Standards Statement - prepared by Arup;
- Energy Statement - prepared by Arup;
- Ecological Assessment - prepared by Penny Anderson Associates;
- Transport Assessment - prepared by Arup;
- Travel Plan Framework - prepared by Arup;
- Crime Impact Statement - prepared by Greater Manchester Police;
- Operational Waste Management Strategy - prepared by Sheppard Robson and Arup;
- Ventilation Strategy - prepared by Arup;
- TV Reception Survey - prepared by Pager Power;
- Lighting Assessment - prepared by Arup;
- Viability Assessment - prepared by Muse (submitted in commercial confidence);
- Residential Management Strategy - prepared by Owen Land and Property;
- Statement of Community Consultation - prepared by Deloitte;
- Environmental Statement plus Appendices - prepared by Deloitte; and
- Environmental Impact Assessment Non-Technical Summary - prepared by Deloitte.

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway and footway. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Consultations

Publicity The occupiers of adjacent premises were notified of the application and the development was advertised in the local press as a major development, affecting the setting of a listed building, and accompanied by an Environmental Statement. Five site notices were placed at various locations next to the site boundary. No objections were received.

One representation was received. It commented on the relationship and physical connection to NOMA, noise, design and heritage.

Ward Members – the local elected member Councillor Kevin Peel said that it was extremely disappointing that there was no affordable or social housing in the application.

Highway Services – has no objection. Requests further information in relation to transport proposals for the development. Suggested an increase in the cycle and motorcycle parking provision for residential and office developments.

Environmental Health – has no objection. Recommends conditions on deliveries, fumes, acoustic noise, external equipment and refuse.

MCC Flood Risk Management - has no objection. Recommends that conditions are attached covering surface urban drainage systems.

Housing Strategy Division – has no objections. Would not want social housing in this location.

Contaminated Land Section - has no objection. Recommends that a condition on remediation and contamination is made.

Greater Manchester Police - has no objection. Requests that the recommendations in the submitted Crime Impact Statement (CIS) are fully implemented.

Historic England (North West) - has no objection. Requests a further CGI and heritage analysis to be done for the view from Blackfriars Bridge to assess the impact of the proposed development on Manchester Cathedral. Recommends that some intrusive archaeological investigation is done in advance of development.

Environment Agency - has no objection, as long as conditions covering contamination and remediation are added.

Transport For Greater Manchester - no objection from the Urban Traffic Control Unit. Requests further information in relation to the conclusions of the Transport Assessment.

No objections from Metrolink. Recommends conditions covering construction near a Metrolink line and where Metrolink has completed temporary public realm works, completing these works. Suggests that the applicant should fund the cycle track

removal over the Metrolink if this was required and consider how to manage pedestrian and cycle safety during construction.

Greater Manchester Archaeological Advisory Service - has no objection. Recommends a condition requiring a Written Scheme of Investigation (WSI) to be submitted and approved in writing.

United Utilities Water PLC - has no objection. Recommends that the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Recommends specific conditions covering foul and surface water, surface water drainage scheme and management and maintenance regime for Sustainable Drainage Systems.

Canal & River Trust – has no objections.

National Air Traffic Safety (NATS) – has no objection.

Manchester Airport Safeguarding Officer – has no objections.

Natural England - No comments

Greater Manchester Ecology Unit – has no objections. Recommends a condition about removing vegetation on site.

Network Rail - supportive of the proposals. An asset protection agreement is in place.

ISSUES

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and the Government states that sustainable development has an economic, social and 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, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - the development would replace an underused site with a gateway development. It would help to build a

strong economy, create employment during construction and complement the established residential community within the area. It would contribute to the local economy with residents using local facilities and services. The proposals would deliver a new office building adjacent to Noma. The site is in a highly sustainable location with easy access by foot to its range of services and facilities and excellent access to all means of public transport. The scheme would create employment during construction along with permanent employment from the proposed offices.

Section 2 - Ensuring the Vitality of Town Centres - the proposal would develop a site at a gateway location and help to create a neighbourhood that would attract and support a diverse labour market. This would support Greater Manchester's growth objectives by delivering appropriate housing and meeting the demands of a growing economy and population. It would be close to the core of the city centre in a location that is well connected and would therefore help to promote sustained economic growth. The proposal would redevelop a key site that is currently underused and has been previously developed.

Section 4 - Promoting Sustainable Transport - the proposal is in a highly accessible location next to Manchester Victoria Stations, the Victoria tram stop and Shudehill bus station. The scheme would help to facilitate sustainable development and contribute to sustainability and health objectives and give people a real choice about how they travel.

Section 6 - Delivering a wide choice of high quality homes - the scheme would create an efficient, high-density development that would bring 520 homes to a sustainable City Centre location. The scheme would provide a range of accommodation sizes and types and help to create a sustainable, inclusive and high quality residential offer. Significant investment in housing is required in appropriate locations within Manchester as the City continues to grow. The City Centre is the biggest source of jobs in the region and the proposal would provide accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 - Requiring Good Design - the proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre and has the support of Places Matter!.

Section 8 - Promoting healthy communities - the new residents would add to social interaction in the area and help to create a healthy, inclusive community. The new residents would provide increased levels of natural surveillance within the areas.

Section 10 - Meeting the challenge of climate change, flooding and coastal change - the application site is in a highly sustainable location.

Section 11 - Conserving and enhancing the natural environment - the documents submitted with this application have considered the potential risk of various forms of pollution, including ground conditions, air quality, noise and lighting, and the impact on ecology. These documents demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment - the proposals would not have an adverse impact on the character or appearance of the setting of listed buildings or nearby conservation areas and this is discussed later in the report.

In the NPPF, Paragraph 128 advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

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.

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

Strategic Spatial Objectives

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

SO1. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing The scheme provides 520 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should:

“Make a positive contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless of disability; and, protect and enhance the built and natural environment”

The development would be highly sustainable and would deliver high quality City Centre homes alongside economic and commercial development within the City Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by: enhancing the built and natural environment; creating a well-designed

place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

Policy CC3 Housing - It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC5 Transport - The proposed development, due to its location would contribute to improving air quality by being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land available within the challenging constraints of the site.

Policy CC8 Change and Renewal - The proposed development would create temporary employment during construction.

Policy CC9 Design and Heritage - The proposed new building would have a high standard of design appropriate to its context and the character of the area and it would not have an adverse impact on the setting of adjacent listed buildings or Conservation Areas.

Policy CC10 A Place for Everyone - The apartments would be a mix of one, two and three bedroom apartments and are designed to be attractive to a range of people.

Policy H1 Overall Housing Provision - The development would provide new homes in the City Centre, which would be consistent with regeneration objectives and help to create a mixed use community. This would be consistent with the regeneration objectives for this part of the City Centre. The development would contribute to the City Council's ambition of building 90% of new housing on brownfield sites. The development would have a positive impact on the surrounding area, meeting the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 Affordable Housing - A Viability Appraisal has been submitted to consider the scope of the proposed development to contribute towards affordable housing. The Appraisal demonstrates that the scheme is viable and capable of being delivered. This issue is discussed in more detail below.

Policy T1 Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives. By redeveloping this redundant site, this would improve pedestrian routes between Manchester city centre, NOMA, the Green Quarter and Cheetham Hill. The provision of 260 cycle spaces in the residential scheme (one for every two apartments), 58 spaces in the office development, 6 in the public realm and 135 parking spaces demonstrates commitment to sustainable forms of travel.

The applicants have looked at ways to optimise the number of cycle spaces within the constraints of the site. The number of office cycle spaces has increased by almost 100% with the use of two tier ('Hi-rise') cycle stands. Six on-street spaces have been introduced.

A TfGM 'Cycle Hub' is planned adjacent to the Station roof in the future for potentially as many as 100 spaces. Land is set aside for this and will be subject to a separate application in the future.

Policy T2 Accessible Areas of Opportunity and Need - The proposal would be easily accessible by a variety of sustainable transport modes including Manchester Victoria Station, Victoria and Exchange Square Metrolink stops and Shudehill Bus station. It would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area and the overall image of Manchester. The design responds positively at street level and would create significant landmark buildings in an important regeneration location. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN2 Tall Buildings - Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:

- are of excellent design quality;
- are appropriately located;
- contribute positively to sustainability;
- contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and
- will bring significant regeneration benefits.

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

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

The proposed scheme has two tall buildings of 21 and 26 storeys. They would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

A Planning and Tall Building Statement and Addendum submitted with the application identifies 12 key views and assesses the impact of the proposed tall building upon these. It also evaluates the building in terms of its relationship to its

site context / transport infrastructure and its effect on the local environment and amenity. The majority of key views identified within the assessment are therefore likely to be positively impacted on by the proposals.

The proposed scheme is likely to result in significant beneficial effects on this area of the city centre and the townscape of the wider NOMA /city centre north context.

Policy EN3 Heritage - It is considered that the quality and design of the proposed building would enhance the character and appearance of the adjacent conservation areas and setting of listed buildings. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon - Development requires all development to follow the principle of the Energy Hierarchy to reduce CO2 emissions. The proposed development would follow these principles.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change – The Energy Statement submitted as part of the application provides full details of how the proposed scheme has been designed to consider adaptability in relation to climate change.

Policy EN14 Flood Risk - The site is located within Flood Risk Zone 1 on the Environment Agency's Flood Map, and as such is at low risk of flooding from rivers or sea. A Flood and Drainage Strategy has been prepared and accompanies the application.

EN15 Biodiversity and Geological Conservation – An Ecological Survey has concluded the extended Phase 1 Habitat Survey concluded that there is little semi-natural habitat on site and there are no important habitats or vegetation communities occurring on site or close enough to the site boundaries to be adversely affected by the proposals.

There are no specifically protected or otherwise important species occurring on site, adjacent to the site boundaries, or that will be otherwise affected by development proposals, and the site is considered to be generally of very low ecological value.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport, reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability- A desk study which considers ground contamination issues has been submitted with the application.

Policy EN19 Waste - 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 will be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy PA1– Developer Contributions - Where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM 1- Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. 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.

These issues are considered full, later in this report.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC19.1 Listed Buildings - The proposed development would not have an adverse impact on the setting of the adjacent Co-op estate or Victoria Station listed buildings.

DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site. It is considered that development impact can be readily mitigated by the adoption of appropriate mitigation measures into the construction programme.

DC26.1 Development and Noise - This details how the development control process will be used to reduce the impact of noise on people living and working in the City and which states that this will include consideration of the impact that development

proposals which are likely to be generators of noise will have on amenity, and the implications of new development being exposed to existing noise sources. This is discussed below.

DC26.2 Development and Noise – New noise-sensitive developments including large-scale buildings, such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can be realistically reduced.

DC 26.4 Development and Noise – Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

DC 26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

These noise policies are considered later in this report.

Guide to Development in Manchester Supplementary Planning Document (SPD) 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.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER).

MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

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

City Centre Strategic Plan 2015 – 2018 (July 2015) – this is a high level document designed to provide a snapshot of the current ‘state of play’ in the city centre. It is further intended to provide insight into the growth, regeneration and development trajectory of the city centre. The document was compiled using existing Strategic Regeneration Frameworks, Development Frameworks and Strategies.

Appendix 2 of the Plan shows the site within the Medieval Quarter next to NOMA. It states that the redevelopment of the New Victoria Site will further regenerate the area, adding to the residential and commercial offer in the northern part of the city centre.

Draft Manchester Residential Quality Guidance (June 2016) - this document was endorsed by the City Council in June 2016. It 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.

It does, though, provide the minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development. The proposal is considered to be compliant with the components of residential quality in the draft Guidance.

Legislative requirements

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

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

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

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

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 1.14 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 in October 2015.

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.

Principle of the Proposed Use and the Scheme' Contribution to Regeneration –

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement it. The proposal would also deliver a high quality office building would and help to continue

economic regeneration. Whilst the site does not form part of NOMA, it would support the strategic objectives of the NOMA Masterplan.

This site presents a poor first impression of Manchester city centre from the north. This proposal would transform a site at a key entry point to Manchester and next to a principal railway station. It would improve the perception and image of the area and could act as a catalyst for further regeneration. A high quality development as proposed would have significant benefits and would continue the process of regeneration in this part of the city centre.

The proposal would deliver Grade A office accommodation and a range of good quality apartments, complementing the existing residential community in the area. Manchester is the fastest growing city in the UK, having increased by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within the City Centre. Providing the right quality and diversity of new residential accommodation for the increasing population will be critical to maintaining continued growth and success.

Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, within a major employment centre and would promote sustained economic growth within the City. It would regenerate a previously developed brownfield site and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

There is an acknowledged shortage of good quality office accommodation within the regional centre and, as occupational demand continues to grow, it is essential to ensure that good quality product is brought forward in sustainable locations such as this.

The development would be consistent with the City Centre Strategic Plan and would complement and build upon the 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. As such, it is necessary to consider the potential impact of the development.

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.

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy states that there are exemptions to the policy where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The criteria that might qualify development 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 Framework, 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.

The proposal would consist of properties that would be available through the private rental sector (PRS) and would therefore meet an existing housing need in this part of the City. The high quality accommodation proposed would be suitable for young professional and families and would comply with policy.

The site has been vacant for some time and because of its high profile nature, a scheme of the highest quality in terms of design and materials is required. There are also significant costs associated with the provision of new areas of public realm which would have benefits to the NOMA area and City Centre residents.

The site has been vacant for some time. It is highly constrained a number of factors including the River Irk culvert, Victoria station roof and maintenance access requirements, air rights and a restrictive height covenant . There are issues around the viability of the scheme relating to the City Council's requirements for the highest quality of design and materials.

The applicant has provided a viability appraisal for the development which has been assessed which demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. A high quality PRS scheme in this key regeneration area would assist in diversifying the housing market in the City Centre and would deliver substantial regeneration benefits by developing an under used site which detracts from the vitality and viability of the area.

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

Design Issues / Impact on Townscape - Historic England Guidance on Tall Buildings

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. The proposed residential blocks of 21 and 26 storeys are considered to be tall buildings.

As a result, 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 Historic England.

There are other tall buildings in the area including Arndale House (23 storeys), CIS Insurance Building (26 storeys), New Century House (14 storeys) One Angel Square (15 storeys) and in Salford, One Greengate (31 and 21 storeys), City Suites (11 storeys). On-site and under construction are One Angel Gardens (36 storeys) and in Salford, Exchange Court (44 storeys), Norton Court (34 and 14 storeys) and Embankment West (32, 25 and 12 storeys). Permission has previously been granted for a 13 storey hotel to the south of the site and work has started on-site.

It is considered that the addition of these tall buildings will positively contribute to and support the aims of the Core Strategy policy as follows:

- The development would bring an underused City Centre site at a key gateway location back into active use.
- The development is located at a highly sustainable location with excellent access to public transport and employment, leisure and retail opportunities in the city centre.
- It would deliver much needed high quality residential and office accommodation
- The scheme is a high quality design that contrasts positively with its surroundings
- It creates an opportunity for enhanced public realm on Corporation Street and connects the site to wider public realm improvements, at Sadler's Yard, at One Angel Square.
- There would be active ground floor uses providing opportunities for A1 (Retail), A2 (Financial or Professional Services) or A3 (restaurants and cafes) Uses.

Design Issues, Relationship to Context and Impact on Heritage Environment

Under these criteria the effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been considered.

The development of NOMA, the new transport infrastructure at Manchester Victoria Station and the application site would result in a dense grain to development within this area commensurate with its City Centre status.

It is considered that the proposal would add activity and vitality to Corporation Street. It would integrate a prominent and vacant site into its urban context and reinforce the character of the streetscape and sense of scale. The proposed scheme is considered to make the most efficient use of the highly constrained site.

The aesthetic and architectural significance of the site and immediate area has been much reduced in recent years. None of the original vernacular buildings survive and the road layout has been lost, covered over by Corporation Street development of 1848 onwards.

Visual Impact

A Visual Impact Study has been done to assess where the proposed development could be visible from within the city centre. 11 verified views were agreed with Historic England and the City Council, with an additional twelfth view provided during the application process following comments from Historic England. The potential effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area.

The verified views demonstrate that this is contextually responsive development in terms of mass and materiality. The proposed development would cause some change in the setting of some heritage assets, but any such changes are not considered to cause any substantial harm in the context of the benefit that the new development will bring.

Historic Environment

A detailed Heritage Impact Assessment has been submitted in support of the application that sets out the impact of the scheme on a wide range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration 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 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.

The proposed scheme, on balance, preserves the setting of the conservation areas and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre.

Part of Manchester's historical evolution has involved massive regeneration and re-invention and this forms part of its modern day incarnation. The scale and materiality of the proposed development has been carefully considered to ensure that whilst the setting of a number of heritage assets is changed, it is not harmed.

The only potential for 'less than substantial' harm would be the loss of something that had a direct relationship to what is central to the special character of appearance of the conservation area or the setting of nearby listed buildings. The proposals taken individually or cumulatively, do not reach the threshold of harm that would cause the scheme to fail to preserve the special interest of any listed building or conservation areas.

Manchester is a constantly evolving city and the juxtaposition of old and new buildings across the city recognises this. The proposals will lead to the loss of a truncated part of the historic route of Long Millgate. Although Long Millgate is historically important for its origins in medieval Manchester, the reality today is a truncated stretch of modern highway that has irretrievably lost all context and meaning.

The development will lead to the loss of a fragment of Long Millgate, however, the proposed development will sit either side of the historically important culverted and covered River Irk – the development will effectively create a canyon (under which the enclosed river still flows) that can be looked into from the public spaces along Corporation Street. The parapet on the retaining wall on the junction with Cheetham Hill Road bridge will be used as a canvas to make reference to the culverted river.

However this stretch has long lost its context and in itself, is not a heritage asset. Its loss is mitigated through the positive interpretation of the River Irk and better site interpretation of the site's history and past – which will more positively engage people and site with its history than the current status quo.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of Section 66 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.

Architectural Quality

Key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that such buildings 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 development has been designed to integrate with its context and the wider City Centre. It would form a strong gateway to the City centre from Cheetham Hill Road and the north of the city centre. The scale would contribute positively to a cluster of taller buildings that have been built, are being constructed or have recently been approved by Planning Committee.

This includes the Arndale House (23 storeys), CIS Insurance Building (26 storeys), New Century House (14 storeys) One Angel Square (15 storeys), One Angel Gardens (36 storeys) and in nearby Greengate Salford, Exchange Court (44 storeys), Norton Court (34 and 14 storeys) and Embankment West (32, 25 and 12 storeys) and One Greengate (31 and 21 storeys). The development is a scale appropriate to this location next to a major transport interchange.

The two tall buildings are of a high design quality and enhance the quality of the area and wider setting. They reinforce local character and distinctiveness, and make a significant contribution to the character of the place. The buildings are designed to decrease in height from the north end of the site towards the city centre.

The layout of the residential buildings has been driven by the challenging site constraints and a brief to maximise the number of apartments with dual aspect and views. This has led to a layout of one central core with three wings of accommodation. 50% of the apartments are dual or triple aspect as well as a mix of apartment types on each floor. A roof terrace is located on the top floor.

The concept for the façade is a 'hooped envelope around a glass box'. The 'envelope' is made up of vertical panels from the first floor to the roof level in a mix of profiled and flat, matt finished panels. The proposed colour is 'cobble/granite grey': chosen to complement the lighter colours of the historic buildings opposite the site.

The 'glass box' starts on the ground floor and continues to the roof level. At the ends are glass balconies and on the roof level are recessed penthouse terraces.

The office building is a parallelogram in shape with truncated corners reflecting the historic context of the buildings opposite. It is described as being 'crystal like' and designed to contrast with the two residential buildings. The public side of the ground floor is set back from the street with a colonnade and main entrance to the offices.

The upper seven floors are clad from floor to ceiling in glass. A stepped shadow box detail is proposed to maintain the appearance and continuity of the glass. Parts of the upper floors are inclined creating long diagonals across the façade. At roof level are aluminium louvres which screen the recessed plant space.

These contemporary materials are considered to be acceptable within this area of the city centre.

Credibility of the Design

This section considers the technical and financial credibility of the scheme. Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction.

The design of the scheme has been developed in consultation with the developer and a contractor from the outset. The design presented in this application therefore properly reflects a scheme that is agreed, viable and deliverable. It is understood that funding for the scheme is secured and that there is a real commitment to deliver the development.

The applicants have confirmed that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings and the applicant would commence on site at the earliest opportunity.

The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

Relationship to Transport Infrastructure

The Transport Assessment concludes that the site is well located for existing transport interchanges, there are no significant adverse impacts and the proposed development is acceptable in transport terms.

The scheme has been designed to integrate with the City Council and TfGM's plans for enhancing Corporation Street and for a future 'Cycle Hub' within the car park next to Victoria Station. The public realm plans includes an enhanced public realm, bus and cycle priority and improved cycling facilities. The detail of the junction of Corporation Street, Miller Street and Cheetham Hill Road will be developed during the detailed design development stage. The design will be incorporated into proposals as part of a Section 278 agreement, which will be developed in consultation with the City Council and TfGM.

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The environmental statement accompanying the application provides an assessment of the schemes sustainability in terms of its physical, social, economic impact and other environmental effects. This document, together with the Energy Statement demonstrates that the proposals accords with these objectives.

The project energy strategy delivers emissions reductions of 7.6% for the residential and 17% for the office developments, meeting policy EN6 standards.

Water efficiency within the building will be driven by industry best practice and will seek to reduce potable water demand by 25%.

Construction site impact will be minimised through proactive management and contractor compliance with BREEAM.

Development will include a waste management strategy to reduce the quantity of waste generated and to increase reuse and recycling.

The site benefits from excellent public transport links thereby reducing reliance of private cars. The proposed cycle provision and proximity to TfGM's proposed cycle hub is a strong contributor to the sustainability of the proposed scheme.

Archaeology

An archaeological desk based assessment has been carried out for the site. It finds that there are 12 no designated heritage assets of potential archaeological interest, most of which have been determined to be of local or borough significance. The Assessment concludes that they are not consider to merit preservation in-situ and could merit preservation by record.

A condition is recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

Contribution to Public Spaces and Facilities

The new public spaces are intended to integrate with the street facing ground floor units in the new buildings, Corporation Street and the NOMA development. The selection of high quality materials uses the palette adopted for NOMA and is intended to integrate with NOMA and future developments to the north. The proposed development would read as one with the east side of Corporation Street and Hanover Street, the key route into NOMA and Sadler's Yard.

Proposals would include tree planting, public art, cycle parking, seats and lighting. The public art proposals will be developed through the development process.

Environmental Issues

(a) Sunlight / Daylight / Solar Dazzle

A Sunlight / Daylight report has been prepared based on the methodology and approach set down in "Site Layout, Planning for Daylight and Sunlight – A Guide to Good Practice" published by the Building Research Establishment (BRE) – Second Edition 2011 (The BRE Guide), which is widely accepted by local planning authorities as the accepted analysis protocol.

The report concluded that there would be no impact on any external, public realm spaces. For neighbouring buildings, the report advises that for Cypress Place and Vallea Court in the Green Quarter, there will be no effect or only a slight adverse effect on the sunlight and daylight received. The results indicate that all external spaces appraised satisfy the BRE's criteria (50% of their area receiving at least two hours of direct sunlight in the Spring equinox.

In Parker's Hotel, 48 windows out of the 309 daylight assessed, are predicted to have a greater adverse impact. The report provides a justification of why this result has been recorded and sets out the mitigating factors that justify the need for a flexible interpretation in determining the significance of impact.

Many of the 48 windows in this category are set within deep recesses or underneath canopies/balconies. This restricts the availability of existing daylight levels and exacerbates the impact that the proposed development is having on the daylight amenity of these windows. Furthermore, many of the 48 windows have existing daylight amenity of significantly less than the alternative daylight target.

In summary, whilst the development does result in some effect on the neighbouring residential properties, these are not unusual in a city centre context. It is considered that the overall impact of the proposed development is comparable to other comparable developments in the City.

(b) Wind

A Wind Microclimate report has been carried out. This assessed the potential impacts of the proposed development on pedestrian level wind conditions in and around the site.

The assessment shows that the proposed new buildings would not have an adverse effect on the wind climate of the area. Minimum comfort ratings required for various activities would remain and this confirms the development to be suitable for all proposed activities at the Site.

(c) Air Quality

An Air Quality assessment was carried out. The report states that the construction and operational phases of the proposed development would have an overall negligible impact on the surrounding area following the application of mitigation measures recommended in the Assessment.

(d) Noise

The Proposed Development would involve the generation of noise during the construction phase and also introduce potentially noise generating building services plant and activities. Existing levels of noise and vibration due to vehicular traffic on adjacent roads would also impact on the proposed building.

Of particular relevance to the application site is the Manchester Arena and Sadler's Yard, a new public space in NOMA. The report considers that the assessment of noise should be considered in the context of the type of entertainment taking place at the Arena and Sadler's Yard, in that such events take place during the daytime (events end before 23:00) and do not take place every day. Events vary in nature and not all events present a noise risk.

The Noise Survey concludes that the proposed development would have no significant effect in respect of construction noise and vibration, building plant and traffic noise. The proposed development has been designed to be compliant with the

City Council's requirements for residential developments. It would have a sealed façade as part of its mechanical ventilation strategy, which provides a better sound insulation performance than a naturally ventilated building that relies on operable windows.

It is intended that glazed façade elements will have an enhanced sound insulation performance. Suitable products will be selected as part of the detailed design and will be discharged by condition.

(e) TV Reception

Baseline television and radio signal surveys have undertaken which demonstrate that interference is unlikely to significantly impact reception quality. Should any TV interference be reported, it could be mitigated by the solutions set out in the TV Reception Survey.

(f) Waste

An Operational Waste Management Plan has been prepared and is in line with the City Council's document 'Waste Storage and Collection Guidance for New Developments (2014) requirements.

All waste will be taken to the correct designated bin store, separated for residential and commercial uses, and stored in Eurobins and recycling containers in preparation for collection by a licensed waste carrier.

There will be separate bin containers for paper/cardboard, recyclables and other waste, with sufficient bin storage areas provided in each building.

Provision of a Well-Designed Environment

The proposals include a high quality design and finish across the scheme. A wide mix of apartments ranging from one, two and three bedroom units would be created. This would help to ensure choice for a wide range of potential occupants and to help foster a mixed community within the development.

In addition the residential amenity facilities would provide a number of lively and active spaces for residents, including the proposed gym, cinema rooms and rooftop communal garden areas. These facilities area aimed at helping to provide a sense of community and illustrate the long term commitment of the developer.

Full Access and Inclusive Design

The design principles adopt an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled visitors and residents and the scheme will fully comply with the requirements of Part M.

The proposed scheme would provide level access at the main entrances and throughout the scheme. Once inside the building, all floors are accessible via large passenger lifts, and the stairs are designed to the ambulant disabled standard. Lifts and stairs are easily accessed from each building's reception area.

Crime and Disorder

A Crime Impact Statement (CIS) concludes that the proposal is acceptable subject to the advice contained within the CIS.

The Statement highlighted positive aspects of the proposals including:

- active building frontages;
- building footprints with little opportunity for concealment;
- main pedestrian entrances in prominent locations;
- primary functions of the development are kept separate and will operate independently;
- development will benefit from a staffed concierge/security presence; and
- the car park is fully enclosed with access controlled via gates off Corporation Street.

In view of the above the proposals are considered to be consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

An Extended Phase 1 Habitat Survey and ecology desk-based assessment have been completed. There are no areas of habitat or nature conservation interest and no non-native Schedule 9 listed plants in the application site. Negligible potential for roosting bats and no evidence of roosting was found during the survey. And the surrounding habitats were considered to be of low value to foraging and commuting bats.

No further surveys or special measures for protected species are therefore required.

Contaminated Land and Impact on Water Resources

A Geotechnical Desk Study and ground conditions chapter in the Environment Statement were produced.

No potential sources of contamination were identified on the site. To the west under Victoria Station, there may be some chemicals of concern which could impact construction workers and occupiers of neighbouring sites.

The Report concludes that these risks can be readily addressed by the use of appropriate working methods and any potential impacts on construction materials can be addressed by appropriate design.

Flood Risk

The site is located within Flood Risk Zone 1 on the Environment Agency's Flood Map, and as such is at low risk of flooding from rivers or sea. A Flood and Drainage Strategy has been prepared and accompanies the application.

Response to Consultees and Neighbours

The majority of the issues raised have been addressed elsewhere in the report.

Conclusion

It is considered that the proposed development is acceptable on this important gateway site to Manchester City Centre. The uses proposed are considered to be an appropriate response to national and local planning policy.

This report has demonstrated that this is an appropriate site for tall buildings. The proposed scheme is considered to be well designed, of a high quality and next to a major transport interchange. The development would fulfil an important role in providing 520 new homes within the City Centre, for which there is a need and high demand. It would provide a range of apartment sizes, commercial and communal units and a high quality public realm, integrated with the surrounding streets and spaces.

As detailed above, a residential development at the site would be consistent with a number of the Greater Manchester Strategy's key growth priorities through the delivery of housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the City Centre Strategic Plan and the Community Strategy. It is also in accordance with the national planning policies contained within the National Planning Policy Framework and should be approved.

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 polices 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. Officers held pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

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: 111177/FO/2016/C1 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.

Recommended conditions

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

Reason: Required to be imposed pursuant to Section 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:

Drawings

00- 5219-SI-00-002 E Location Plan 1:1250 A1
5219-SI-00-003 G Site Plan As Existing 1:250 A1
5219-SI-00-090 A Proposed Block Plan 1:500 A1
5219-SI-00-100 N Proposed Masterplan - Lower Ground Floor 1:250 A1
5219-SI-00-101 M Proposed Masterplan - Ground Floor 1:250 A1
5219-SI-00-102 G Proposed Masterplan - Typical Floor 1:250 A1
5219-SI-00-103 E Proposed Masterplan - Roof Plan 1:250 A1

5219-SI-00-110 D Existing Elevations 1:500 A1
5219-SI-00-111 D Existing Elevations 1:500 A1
5219-SI-00-115 E Proposed Elevations 1:500 A1
5219-SI-00-116 D Proposed Elevations 1:500 A1
5219-SI-00-120 C Existing Sections 1:500 A1
5219-SI-00-125 D Proposed Sections 1:500 A1
5219-SI-00-130 B Proposed Phasing Plan 1:1250 A1

5219-P1-20-199 I Residential 1 - Lower Ground Floor 1:100 A1
5219-P1-20-200 J Residential 1 - Ground Floor 1:100 A1
5219-P1-20-201 I Residential 1 - First to Twenty Second Floor Typical Plan 1:100 A1
5219-P1-20-223 G Residential 1 - Twenty-third Floor 1:100 A1
5219-P1-20-224 G Residential 1 - Twenty-fourth Floor 1:100 A1
5219-P1-20-225 I Residential 1 - Twenty-fifth Floor 1:100 A1
5219-P1-20-226 A Residential 1 - Twenty-sixth Floor (Roof Plan) 1:100 A1
5219-P2-20-199 G Residential 2 - Lower Ground Floor 1:100 A1
5219-P2-20-200 I Residential 2 - Ground Floor 1:100 A1
5219-P2-20-201 F Residential 2 - First Floor to Seventeenth Floor Plan 1:100 A1
5219-P2-20-218 E Residential 2 - Eighteenth Floor 1:100 A1
5219-P2-20-219 E Residential 2 - Nineteenth Floor 1:100 A1
5219-P2-20-220 G Residential 2 - Twentieth Floor 1:100 A1
5219-P2-20-221 A Residential 2 - Twenty-First Floor (Roof Plan) 1:100 A1
5219-P3-20-199 G Office - Lower Ground Floor 1:100 A1
5219-P3-20-200 G Office - Ground Floor 1:100 A1
5219-P3-20-201 H Office - First Floor 1:100 A1
5219-P3-20-202 E Office - Second Floor 1:100 A1
5219-P3-20-203 E Office - Third Floor 1:100 A1
5219-P3-20-204 E Office - Fourth Floor 1:100 A1
5219-P3-20-205 E Office - Fifth Floor 1:100 A1
5219-P3-20-206 E Office - Sixth Floor 1:100 A1
5219-P3-20-207 E Office - Seventh Floor 1:100 A1
5219-P3-20-208 E Office - Eighth Floor (Roof Plant) 1:100 A1

Plot 1 5219-P1-20-301 D Residential 1 -Sections - Sheet 1 1:100 A1
Plot 2 5219-P2-20-301 D Residential 2 - Sections - Sheet 1 1:100 A1
Plot 3 5219-P3-20-301 E Office - Sections - Sheet 1 1:100 A1

5219-P1-20-411 F Residential 1 - Elevations - Sheet 1 1:200 A1
5219-P1-20-412 F Residential 1 - Elevations - Sheet 2 1:200 A1
5219-P1-20-451 D Residential 1 - Sectional Elevations - Sheet 1 1:200 A1

5219-P1-20-452 D Residential 1 - Sectional Elevations - Sheet 2 1:200 A1
5219-P2-20-411 E Residential 2 - Elevations - Sheet 1 1:200 A1
5219-P2-20-412 E Residential 2 - Elevations - Sheet 2 1:200 A1
5219-P2-20-451 D Residential 2 - Sectional Elevations - Sheet 1 1:200 A1
5219-P2-20-452 D Residential 2 - Sectional Elevations - Sheet 2 1:200 A1
5219-P3-20-411 E Office - Elevation P3-1 1:200 A1
5219-P3-20-412 E Office - Elevation P3-2 1:200 A1
5219-P3-20-413 E Office - Elevation P3-3 1:200 A1
5219-P3-20-414 F Office - Elevation P3-4 1:200 A1

5219-SI-21-401 A Bridge Study 1:50 A1
Plot 1 5219-P1-21-401 D Bay Study- Main Façade 1:20 A1
5219-P1-21-402 C Bay Study- Typical Balcony 1:20 A1
5219-P1-21-403 _ Residential 1 - Balcony Study Top Façade 1:20 A1
5219-P1-21-404 _ Residential 1 - Balcony Study - Bottom Façade 1:20 A1
5219-P1-21-405 _ Residential 1 - Bay Study - Top Façade 1:20 A1
5219-P1-21-406 _ Residential 1 - Bay Study - 1:20 A1
Plot 2 5219-P2-20-401 _ Residential 2 - Bay Study - Bottom Façade 1:20 A1
Plot 3 5219-P3-21-401 D Office - Typical Cladding Detail 1:20 A1

LANDSCAPE DRAWINGS

PL1487.112 _ Vehicular Access Lower Ground Floor
PL1487.113 _ Vehicular Access Ground Floor
PL1487.105 15 Landscape Masterplan – Lower Ground Floor Level
PL1487.106 14 Landscape Masterplan – Ground Floor Level
PL1487.108 3 Landscape Masterplan – Combined Lower GF level and GF level
PL1487.109 7 Landscape Masterplan Proposals for Phase 1
PL1487.110 3 Hardworks Ground Floor
PL1487.111 3 Softworks Ground Floor

Documents

Design and Access Statement – prepared by Sheppard Robson;
Heritage and Townscape Impact Appraisal – prepared by KM Heritage;
Environmental Standards Statement– prepared by Arup;
Energy Statement – prepared by Arup;
Ecological Assessment prepared by Penny Anderson Associates;
Transport Assessment prepared by Arup;
Travel Plan Framework prepared by Arup;
Crime Impact Statement – prepared by Greater Manchester Police;
Operational Waste Management Strategy prepared by Sheppard Robson and Arup;
Ventilation Strategy - prepared by Arup;
TV Reception Survey - prepared by Pager Power;
Lighting Assessment - prepared by Arup;
Viability Assessment – prepared by Muse (submitted in commercial confidence);
Residential Management Strategy – prepared by Owen Land and Property;
Statement of Community Consultation – prepared by Deloitte;
Environmental Statement plus Appendices- prepared by Deloitte; and
Environmental Impact Assessment Non-Technical Summary - prepared by Deloitte.

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.

3) The development shall be split into the development Phases as indicated on Plan Reference 5219-SI-130 (B) or as otherwise agreed in writing by the City Council as Local Planning Authority.

Reason: To ensure the development is phased, pursuant to policies SP1 and DM1 of the Core Strategy.

4) a) Prior to the commencement of the each phase of development (as agreed under Condition 3) a programme for the issue of samples and specifications of all material to be used on all external elevations within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

b) 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 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) Before any landscaping works commence, final details of the proposed landscaping scheme in line with plan reference PL1487.106 (including samples of the proposed materials) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date each phase (as agreed under Condition 3) is occupied.

If within a period of two 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, unless otherwise agree in writing by the City Council as local planning authority.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policies EN1, EN9, EN15, SP1 and DM1 of the Core Strategy and the Guide to Development.

6) Notwithstanding the details submitted with the application, prior to the commencement of development, details of the proposed public artwork and blue brick parapet and stone coping, as referred to in the Landscape Masterplan – Ground Floor and the Design and Access Statement, shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in

discharge of this condition shall be fully completed before the first phase of development (Residential Blocks 1 and 2) hereby approved is first occupied.

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

7) Notwithstanding the details submitted with the application, prior to the commencement of development, details of the proposed bowstring truss footbridge referred to in page 57 of the Design and Access Statement and plan no. 5219-SI-21-401 and arrangements for future maintenance shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the agreed details before the first phase of development (Residential Blocks 1 and 2) is first occupied.

Reason: to ensure that the development makes a positive contribution to the quality of Corporation Street pursuant to Core Strategy Policy DM1.

8) The development hereby approved shall include a building lighting scheme during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority.

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 each phase (as agreed under Condition 3) of 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.

9) Prior to the commencement of each phase (as agreed under Condition 3) of development or within a timescale as otherwise agreed in writing by the City Council, details of the measures to be incorporated into the development 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.

Each phase of the development shall only be carried out in accordance with these approved details. Each phase of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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

10) Prior to the commencement of each phase (as agreed under Condition 3) of development, a servicing strategy, including a schedule of loading and unloading locations and times, must be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

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

11) Each phase (as agreed under Condition 3) of the development hereby approved shall not commence unless and until a Construction Management Plan, has been submitted to and approved in writing by the City Council as Local Planning Authority.

The Construction Management Plan shall include details of the following:

- 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.
- Agreed safe methods of working adjacent to the Metrolink Hazard Zone
- 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 and demolition 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
- Provision of safe routes for pedestrians and cyclists during construction
- Details of safe methods of working adjacent to railway operational land
- Details on the timing of construction and scaffolding

Any approval granted shall be following a consultation process that includes Transport for Greater Manchester and Network Rail. The approved CMP shall be adhered to throughout the construction period.

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

12) Prior to each phase (as agreed under Condition 3) of 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.

13) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site from the commencement of each phase (as agreed under Condition 3) 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.

14) 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 each phase (as agreed under Condition 3) of works commencing on site.

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

15) The applicant or their agents or their successors in title will secure 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 the local planning authority. The WSI covers the following:

1. A phased programme and methodology of investigation and recording to include:
 - An evaluation using trial trenching
 - Detailed historical analysis
 - Informed by the above, more detailed, targeted archaeological excavation and recording
2. A programme for post investigation assessment, to include:
 - detailed analysis of finds.
 - production of a final report on the significance of the below ground archaeological interest.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report, finds and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the work set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets to be lost and to make information about the archaeological heritage interest publicly accessible

16) The uses hereby approved shall not commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each phase (as agreed under Condition 3) must be submitted to and approved in writing by the City Council as local planning authority.

The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

17) 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.

18) a) Before first occupation of each phase (as agreed under Condition 3) of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority.

The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

The Travel Plan shall be fully implemented thereafter, and shall be kept in operation at all times.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

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

19) 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 policy DM1 of the Core Strategy.

20) The Residential Management Strategy submitted with the application shall be fully implemented prior to the first occupation of the building, and shall be kept in operation at all times thereafter.

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

21) a) Before each phase (as agreed under Condition 3) of the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before each phase (as agreed under Condition 3) of 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 each phase (as agreed under Condition 3) of 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.

The verification report should demonstrate completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan.

c) 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 any phase (as agreed under Condition 3) of the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

22) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00 on Monday to Saturday and 10:00 to 18:00 on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy

23) The buildings shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the buildings and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to minimize as far as is reasonably practicable the intrusive internal noise levels in habitable rooms in the 63Hz and 125Hz octave centre frequency bands. The mechanical ventilation scheme shall be designed to provide a level of masking of intrusive noise in the lower frequency bands up until 23:00 and the scheme shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy.

24) Fumes, vapours and odours shall be extracted and discharged from the buildings in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use of each phase (as agreed under Condition 3) commences; any works approved shall be implemented before the use commences.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy.

25) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local

planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

26) Before any use hereby approved commences, within each of the ground floor units below the residential and office blocks, details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall not be operated outside the hours approved in discharge of this condition.

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

27) Piling or any other foundation designs / investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater or the River Irk culvert running through the site. The development shall be carried out in accordance with the approved details.

Reason: to protect the water environment and comply with the National Planning Policy Framework. The site is located in a sensitive location with respect to controlled waters on the site and in close proximity to the site.

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

Reason: to protect the water environment and comply with the National Planning Policy Framework. The site is located in a sensitive location with respect to controlled waters on the site and in close proximity to the site.

29) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: to protect the water environment and comply with the National Planning Policy Framework.

30) This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a Sustainable Drainage System to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations

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

31) Before each phase (as agreed under Condition 3) of the development hereby approved commences, a surface water drainage scheme for the site shall be submitted to and approved in writing by the City Council as local planning authority.

The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

32) 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 a SUDS scheme to be submitted to and approved by City Council as local planning authority.

Reason: To protect the water environment and comply with the National Planning Policy Framework.

INFORMATIVE

1) Construction/demolition works shall be confined to the following hours:

Monday - Friday*: 7.30am - 6pm

Saturday*: 8.30am - 2pm

Sunday / Bank holidays: No work

*Workforce may arrive on site 30 minutes prior but no working outside these times. Noise to be kept to a minimum in the first hour.

Any proposal for out of hours works shall be submitted and approved, at least 3 weeks in advance of such works commencing.

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

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: 108705/FO/2015/C1 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
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Housing Strategy Division
Contaminated Land Section
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Civil Aviation Authority
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
National Planning Casework Unit

A map showing the neighbours notified of the application is attached at the end of the report.

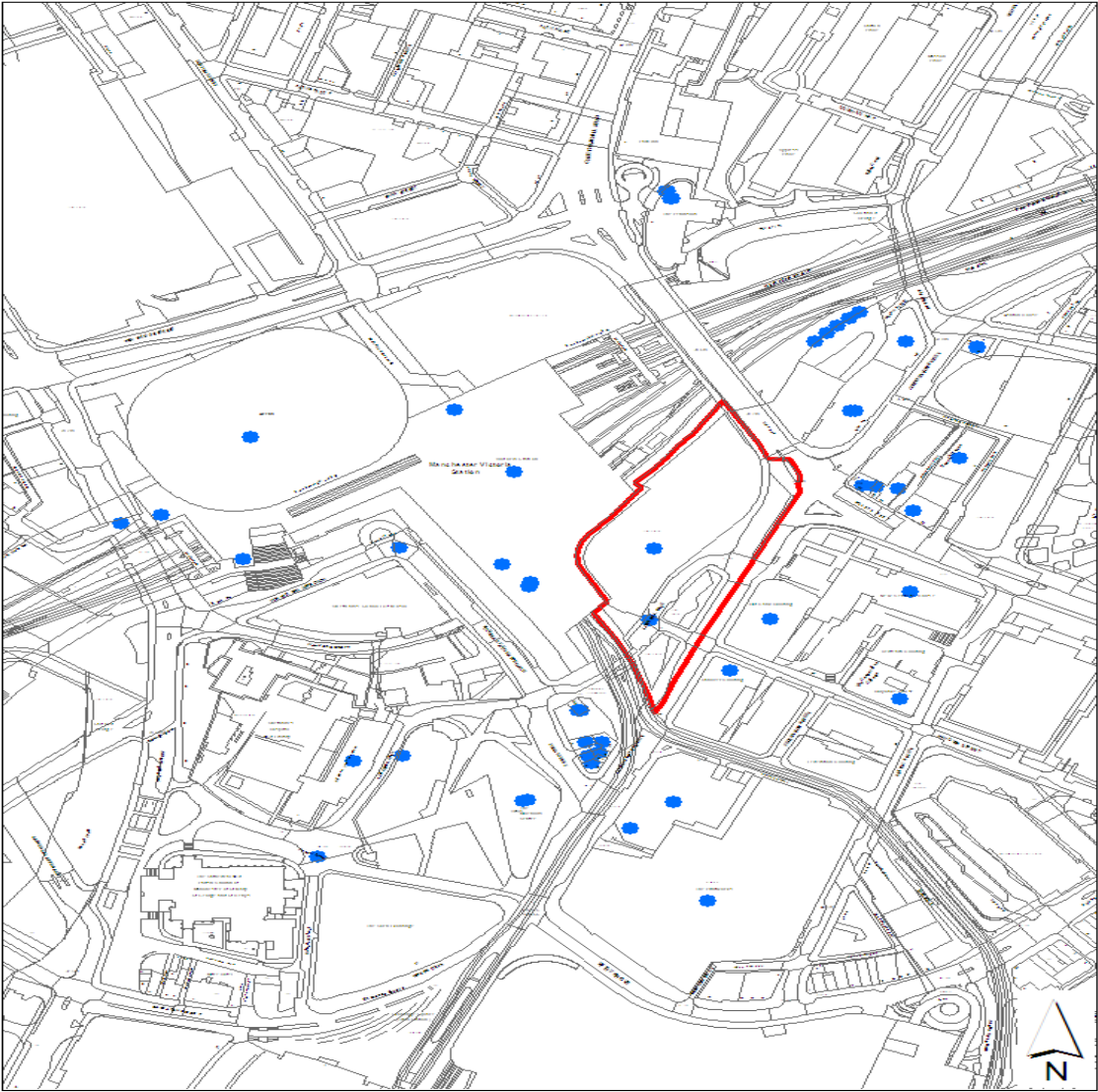
Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Housing Strategy Division
Contaminated Land Section
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer

Natural England
Greater Manchester Ecology Unit
Network Rail
Flat 227, Parkers Hotel, 109 - 113 Corporation Street, Manchester, M4 4DX

3rd Floor, One St James Square, Manchester, M2 6DN

Relevant Contact Officer : Laurie Mentiplay
Telephone number : 0161 234 4536
Email : l.mentiplay@manchester.gov.uk



Application site boundary ● Neighbour notification
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