

Application Number	Date of Appln	Committee Date	Ward
116366/FO/2017	18th May 2017	24th Aug 2017	Ancoats And Clayton Ward

Proposal Erection of four residential buildings (22 storey building, 17 storey building, 40 storey building and part 12, part 9 storey building) to form 756 residential apartments (Use Class C3a) together with ground floor commercial uses (616 sqm) (Use Classes A1, A2, A3, A4, A5, D1 and B1) with associated car parking, landscaping, amenity areas, creation of new public realm following the closure of Aspin Lane, Mincing Street and Irk Street and other associated works following demolition of existing structures

Location Land Bounded By Dantzic Street & Aspin Lane, Land Bounded By Gould Street & Angel Meadows And Land Bounded By Old Mount Street, School Street, Naples Street & Ludgate Street, Manchester

Applicant Mr Gavin Taylor , Far East Consortium Ltd and the Co-op, C/o Agent

Agent Mr Jon Suckley, HOW Planning, 40 Peter Street, Manchester, M2 5GP

Description

The site comprises four development plots of land situated around Angel Meadow Park. They have been identified for development with the Angel Meadow Development Framework and are referred to in this document as plots 2, 3, 4 and 5.

- **Plots 2 and 3** – are rectangular in shape and are currently surface level car parks. They are situated adjacent to each other and are bounded by Little Nelson Street to the north, Aspin Lane to the east and south and Dantzic Street to the west. They are separated by Mincing Street.
- **Plot 4** – is irregular in its shape and comprises a motor mechanics work shop with its associated buildings and hardstanding. It also consists of trees and vegetation and is bounded by Gould Street to the north, Angel Meadow Park to the south and east and railway viaduct to the north west.
- **Plot 5** – is rectangular in shape and is used as a surface level of car park. It is bonded by Ludgate Hill to the north east, Naples Street to the south east, Angel Meadow residential apartments to the south west and Old Mount Street to the north west. This plot is located in a more elevated position than the other plots.

The site is immediately adjacent to NOMA and the City Centre. Angel Meadow is an important gateway connecting the City Centre to NOMA, the wider northern gateway area and existing communities such as Collyhurst and the Lower Irk Valley.

Angel Meadow is an attractive green space which has some historical significance. Its topography varies with lower levels in the north west and higher levels in the south east. The park is a former burial ground for St Michael's Church which occupied the

southern end of the park. The Church was demolished in 1935 following which the site and the burial ground were formed into the Angel Meadow Park.

The park was upgraded and regenerated during the 1990's and is an important resource for local residents. This would provide funding for the continued restoration of the park to ensure it forms part of a thriving community.

The Co-operative Group Headquarters building is a major development at the heart of the NOMA regeneration area. It is surrounded by major investments in public realm such as Angel Square together with new road infrastructure. Recent planning permission at Angel Gardens (plots L, M and N) will see the development of new apartments together with commercial space and new public realm.

There are a number of residential properties in the surrounding area. The majority of these are apartments including the Tobacco Factory. There are 3 Conservation Areas within 500 metres of the site and a number of listed buildings and non designated heritages assets. The most notable of these is the Cooperative Press and the Sharp Street Ragged School located adjacent to plot 5.

The Ragged Schools are an important part of the local heritage of the area. The Kings School is located adjacent to plot 3 and the Sharp Street Ragged School is located adjacent to plot 5. The schools provided accommodation and work to a large proportion of poor and destitute people who lived in the area during the industrial revolution.

The site is highly sustainable with access to a wide range of public transport. It is within a short walk of Victoria Train Station where there is access to rail, tram and bus services, Shudehill Interchange and Piccadilly Gardens. Piccadilly Station is 1.2 km to the south east of the site and provides regional rail connections as well as regular routes to the south of the UK including Euston.

The Proposal

The development proposes the construction of four residential blocks across the four sites comprising 756 residential units and 616 sq m of commercial floor space. There would be a variety of residential accommodation with over 71% being two or more bedrooms which would ensure that the accommodation is available to families and young professionals wishing to share. The remaining 29% would be one bedroom and would be large enough for 2 people.

The schedule of accommodation is as follows:

- **Plot 2** - A 22 storey building with 199 apartments and 154 sqm of commercial floor space.
 - o 1 bedroom apartments – 38 (19%);
 - o 2 bedroom apartments – 155 (78%);
 - o 3 bedroom apartments – 2 (1%); and
 - o 3 bedroom penthouses – 4 (2%)

- **Plot 3** – A 17 storey building forming 86 apartments and 151 sqm of commercial floor space.
 - o 1 bedroom apartments – 28 (32.5%);
 - o 2 bedroom apartments – 28 (32.5%);
 - o 3 bedroom apartments – 28 (32.5%); and
 - o 3 bedroom penthouses – 2 (2.5%)

The development of plots 2 and 3 would also provide new public realm on Mincing Street and Aspin Lane. Mincing Street and Aspin Lane would be closed to general traffic to form a new parkside walk to Angel Meadows with seating and ornamental planting. The area would also help provide enhanced linkages across the development plots and Angel Meadows.

Vehicular access, waste management arrangements and servicing would be from Dantzic Street.

- **Plot 4** – A 40 storey building forming 334 apartments and 311 sqm of commercial floorspace.
 - o 1 bedroom apartments – 112 (34%);
 - o 2 bedroom apartments – 208 (62%);
 - o 3 bedroom apartments – 2 (0.6%);
 - o 2 bedroom penthouses – 6 (1.7%); and
 - o 2 bedroom penthouses – 6 (1.7 %).

The north of Angel Meadow Park would be enhanced with the creation of a podium and a stepped terrace to the east of plot 4 that would graduate the levels between Gould Street and the park. The development of this plot 4 would also create public realm between the railway viaduct and Park and a new link from Aspin Lane. This would also form the primary pedestrian link to the Northern Gateway from Angel Meadow Park and NOMA.

Access to a basement car park would be via Irk Street with pedestrian access being from the new areas of public realm.

- **Plot 5** – A part 9, part 12 storey building to form 136 apartments.
 - o 1 bedroom apartments – 40 (29%);
 - o 2 bedroom apartments – 80 (59%);
 - o 3 bedroom apartments – 11 (8%); and
 - o 3 bedroom townhouses – 2 (2%)

New public realm and landscaping would be provided to Old Mount Street to provide an enhanced pedestrian environment and linkages to the park.

Changes are proposed to the highway including the stopping up of a number of roads and the creation of public realm. This would include traffic calming measures and new pedestrian crossing facilities along Dantzic Street.

Car parking levels for the development reflect the highly accessible location and the development is supported by a robust travel plan which provides for cycle parking, off site car parking, car clubs and electric charging.

Waste management

All refuse collection would be from a layby created for each plot and waste would be transferred to the lay by on collection days. Refuse chutes would be used to separate waste and enable it to be recycled.

Angel Meadow Park

There would be significant public realm improvements around Angel Meadow Park including improvements to areas of adopted highway to provide an enhanced pedestrian and vehicular environment as well as ensuring that there are linkages between the development plots and the wider area. Further refurbishment and improvement works are proposed to Angel Meadow Park which would be secured through a development agreement as the City Council has an ownership interest in the site.

Charter Ragged School

The applicant, via the developer agreement, as also agreed to make a financial contribution towards the refurbishment of the Charter Ragged School.

The planning submission

This planning application has been supported by the following information:

- Supporting planning statement;
- Tall buildings statement;
- Design and access statement;
- Landscape design and access statement;
- Energy statement;
- Environmental standards statement;
- TV reception statement;
- Crime Impact Statement;
- Ecology Report;
- Tree Survey; and
- Ventilation strategy.

Consultations

Local residents/public opinion – The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and Conservation Areas and affecting a right of way together with being an EIA development. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

54 individual letters of objection have been received and the comments can be summarised as follows:

- Lifeshare (homelessness charity) currently work out of area and are asking whether a provision is being made to accommodate the charity in the development so they can continue their work. Multiple objections on these grounds.
- Loss of green space
- Overshadowing on park from plots 2 and 3
- Density and scale affecting air quality
- Plans to not respect heritage of the area (particularly relationship between Ragged Schools and Lowry Irk steps)
- Framework proposed 14 storey max for plots 2 and 3
- Contradicts 2010 coop NOMA framework which states angel meadow would be a 'family residential' area
- Support for the development of the area but an urging for less scale
- Plot 5 is out of character with area and massing is inappropriate, existing neighbourhood is 2-5 storeys and this development is much larger
- SRF states proposals should respond to existing height of area
- Over development of plot , does not respond to heritage of area
- Car parking provision too low
- Loss of light to neighbouring residential buildings
- Loss of visual amenity to neighbouring buildings
- Level of information around light loss to surrounding area insufficient
- Overlooking onto neighbouring properties
- Amenity adversely affected by scale of buildings
- No consideration of any archaeological impacts
- Multiple objections from residents of tobacco factory regarding loss of visual amenity, loss of area character and loss of light due to scale of proposals
- Existing road infrastructure not capable of coping with influx of new residents
- Need for social housing
- Existing narrow streets will make close by apartments particularly tobacco factory lose light
- Not sympathetic to the needs of current residents such as a need for a larger doctors surgery to cope with demand... not enough parking for existing residents and proposals remove parking and create more apartments
- Concerns over air quality for existing residents over construction period
- Design promotes crime and anti-social behaviour
- Social amenities lacking such as schools and hospitals
- Continued objections on grounds of lifeshare losing their space in the Charter building
- Proposed too tall for area
- Local business (blackjack Beers) affected during construction from water turn off etc and is concerned that they would be forced to relocate
- Significant noise disruption in residential area during construction
- Infrastructure is not sufficient for construction period, width of roads and access is issue
- Some support of the lower buildings (9 – 12 storey) but strong objections to taller developments, 40 storey out of character

- No commitment to Manchester Plan and no reference to achieving zero carbon emissions from resident occupation and energy use by 2050
- Concerns over quality of development
- Tall buildings out of character with Irk Valley plan
- The 100k support offered in planning for charter street building is derisory and should be increased substantially
- Affordable housing should be incorporated into the development
- Lack of family homes in development referencing a 2 bed apartment is not a family home
- Objections on grounds that concerns raised at consultation have not been listened to or adopted in the planning proposals
- New public realm is not enough to cope with influx in summer months
- Development insensitive to graves of those who were buried there in past
- No other amenity is being built there, schools, doctors, shops, dentists, policing...
- Access for emergency services is compromised
- Bike theft is issue in area, development should respond to this issue

Friends of Angel Meadow (FOAM) –

- The proposal will cast the park in shadow;
- The entrances into the park are sufficient to deliver necessary access but also the adhere to the original boundaries of the lower burial ground which should be retained and restored utilising the available elements. The Irk Street entrance should be restored but maintaining the view painted by Lowry;
- There should be limited disturbance to the burial ground;
- The proposal will have an impact on Air Quality;
- The development does not adhere to the height parameters outlined in the framework
- The proposal will affect the wind environment, this could impact on the park area;
- Car parking proposed is inadequate and below MCC standards
- Fire safety concerns particularly for plot 4. There is difficulties for access for emergency vehicles
- The development is at risk of flooding;
- The design and layout creates crime issues
- Impact on services
- Clear management of landscaping areas.

Charter Street Mission (formerly Charter Street Ragged School) – welcome the proposal which is undoubtedly an exciting opportunity to revitalise and regenerate the work of the Mission, whilst enabling the city to retain a significant social and historical landmark. The Missions importance to the area has been recognised by the developers and The Trust have asked for the following to be taken into account in the determination of this planning application.

- Consideration of the construction noise and pilling in close proximity to the Mission building, particularly to ensure it does not affect the structural integrity of the building;

- There will be impacts as a result of light and privacy and well as views which will be affected. The new building is going to provide an oppressive development next to the Mission;
- The proposal will have a detrimental impact on parking in the area. There are no dedicated parking spaces and there will be increased competition and decreased availability of parking which could impede the work of the Mission.
- There will be wind disturbance as a result of the development;
- There needs to be sufficient consideration with regards to debris falling off the building.
- Further monies should be provided for the Mission and the park given the scale of the development.
- There is no affordable housing proposed as part of this development.

Strategic Development Team – The Angel meadow area offers a remarkable opportunity to create a distinctive and sustainable neighbourhood where people will want to live. The proposal would develop derelict and underutilised brownfield land in accordance with 2015 NOMA development framework which set out a vision to make Angel meadow a desirable residential neighbourhood.

It would enhance the park and the surrounding public realm which contributes towards the creation of a neighbourhood with a high quality urban environment and a strong sense of place. It would provide high quality new housing and have a positive impact on the adjoining areas. The proposals would physically and functionally expand the city centre northwards and provide important connections to the Lower Irk Valley and New Cross neighbourhoods which together with Collyhurst make up the Norther Gateway area. This connectively is essential in terms of stimulating the further expansion of the city centre and the growth of attractive neighbourhoods northwards.

Highway Services – The existing site is currently occupied by three surface level car parks with a capacity of 200 parking spaces. The existing use generates a maximum of 65 and 47 two way vehicle movements during the morning and evening peak hours respectively.

It is indicated that the proposed development will generate an additional 6 and 42 two-way vehicle movements during the morning and evening peak hours and through junction modelling the applicant suggests that the proposed development will have a minimal impact on the operation of the surrounding highway network. Dantzic Street currently carries a significant amount of through-traffic which may need to be addressed through the implementation of traffic calming measures.

The trip assessment and distribution exercise included in the TA is acceptable as is the modelling exercise undertaken as part of the TA.

The junction of Dantzic Street/Angel Street currently has controlled pedestrian crossing facilities on all arms except the north arm of Dantzic Street. The provision of pedestrian crossing facilities at this location as this is an important pedestrian access point to the site. This can be provided without significant impact on the current operation of the junction.

The TA mentions significant public realm improvements to Aspin Lane, Old Mount Street and Mincing Street. Public realm improvements on Dantzic Street which forms the western boundary of the site, particularly in proximity to the railway bridge as the environment is less than ideal for pedestrians and cyclists and is noted this area is now covered by the proposed scheme.

A total of 76 car parking spaces (equating to 10% provision), 58 at Plot 4 and 18 at Plot 5, four of which are disabled spaces, approximately 5% of the total provision. 18 Motorcycle spaces are also proposed additional to the sites on-site parking provision. Given the low levels of on-site car parking an off site car parking strategy should be developed.

Confirmation has been provided during the course of the application that cars can access and egress the car parking spaces. Further details should be provided with regards to the disabled provision across the site. Confirmation has been provided that electric charging points are to be provided.

Further details have been provided during the course of the application with regards to the servicing, deliveries and provision of laybys for the development. There will be a requirement for additional traffic regulations orders (TROs) to facilitate changes to the highway in this regard together with extension and alteration to existing double yellow lines.

The applicant has committed to providing an on-street car club parking bay on Aspin lane as part of the proposals. This will be delivered as part of a S278 agreement to be funded by the applicant.

A number of new vehicular accesses are proposed throughout the site. A new basement car park layout is proposed at Plot 4, to be accessed via Irk Street. Further information is required regarding the proposed ramp gradient into the basement car park. Further information is also required regarding the car park barrier controlled entry / exit system i.e. vehicle stacking space / access control on Irk Street. A new surface level car park is proposed at Plot 5, accessed via an in / out arrangement on Naples Street. The proposed new vehicular access into the site appears to impact on the existing give-way line associated with the traffic calming priority system. The proposed new vehicular egress out of the site also exits onto existing limited waiting bays. As such the existing Traffic Regulation Order and road markings will require amendment. A number of laybys are proposed adjacent to plots 2, 3 and 4 on Dantzic Street, Little Nelson Street and Gould Street. The loading bays will allow for drop-off / pick-up for each of the plots. It is recommended that all existing and new vehicular accesses / egresses, include buff tactile paving and dropped crossings.

The applicant has confirmed that all redundant vehicular access surrounding the site are reinstated to footway.

The applicant intends to stop up a section of Aspin Lane as part of the proposals. Aspin Lane permits limited waiting parking which narrows the carriageway to effectively one lane. Little Nelson Street also accommodates a narrow carriageway. Given the new highway routing as a result of the road closure and narrow road widths of Aspin Lane and Little Nelson Street, it is recommended that the applicant

funds the provision of a new one-way TRO. The one-way movement order should run southbound on Aspin Lane and Little Nelson Street, exiting onto Dantzic Street. This has been agreed with the applicant.

Old Mount Street was originally proposed to be upgraded into a shared surface. This has been amended during the course of the application to a highways improvement scheme and provision of new public realm.

The site proposes 412 cycle parking spaces, split between plots 2, 4 and 5, this equates to a 54% provision. This figure has increased to 75% during the course of the application. Whilst this figure may appear low, the applicant has committed to monitoring the cycle parking usage with the potential to expand the facility if required, potentially through a publically accessible Cycle Hub. It is recommended that the monitoring of the cycle parking demand is conditioned as part of the Travel Plan process associated with the site.

Prior to occupation it is recommended that a planning condition is applied to ensure the applicant develops a Full Travel Plan in order to encourage sustainable modes of travel at the site.

A servicing strategy should be agreed for the development plots to understand in more detail the requirements for servicing at the site including the length of vehicles needing to access the site.

All off-site highway works should be funded by the applicant as part of a S278 agreement (for amendments to the existing adopted highway). The S278 agreement should incorporate the following - Junction improvement works (discussed above) - Amendments / New TROs (including car club bay, extension to 20mph zone, new one way order on Apsin Lane, potential provision of double yellow lines on Irk Street, Gould Street, Dantzic Street and Naples Street) - New vehicular accesses into site (including dropped kerbs and tactile paving) - Provision of new laybys - Footway improvement and reinstatement works - Carriageway resurfacing and associated traffic calming features (Old Mount Street and Little Nelson Street) - Improved public realm

the Construction Management Plan details the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.

Transport for Greater Manchester (TfGM) – confirm that the trip assessment and distribution exercise within the TA is acceptable together with the modelling exercise.

The junction of Dantzic Street/Angel Street is currently has a controlled pedestrian crossing facilities on all arms except the north arm of Dantzic Street and they recommend the provision of pedestrian crossing facilities at this location. This can be provided without significant impact on the current operation of the junction.

The TA mentions significant public realm improvements to Aspin Lane, Old Mount Street and Mincing Street. It is also recommended that the public realm improvements on Dantizic Street which forms the western boundary of the site.

Environmental Health – Recommends conditions regarding hours for deliveries and servicing, fume extraction, construction management plan, operating hours for the commercial units, lighting and control of glare, acoustic insulation to the commercial accommodation, glazing specifications and, internal noise limits for the commercial units.

The waste management strategy has been reviewed and is acceptable in principle subject to further information being submitted with regards to frequency of waste collections.

The air quality assessment submitted is acceptable. Further site investigation work and remediation strategies should be prepared for the development plots and verification submitted regarding contamination on completion of the development.

Flood Risk Management Team – Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Neighbourhood Services (Trees) – No objections to the development from an arboricultural perspective. The tree replacements should include different varieties which are appropriate for this climate.

Design for Security at Greater Manchester Police – The development should be carried out in accordance with the submitted Crime Impact Statement and this should form part of the conditions of the approval.

Historic England – Do not wish to comment on the proposals.

Environment Agency – No objection in principle but permission should only be granted based on the measures set out in the flood risk assessment in order to protect the development from flooding.

The site is an environmentally sensitive location being above a principal and secondary aquifer and within 60 metres of the River Irwell which are controlled waters. The sites have previously been in industrial use and there is a likelihood of land contamination being present which may adversely impact the water environment. Remediation strategies should be put in place for each plot together with a verification report submitted upon completion. These should form part of the conditions of the planning approval.

In addition, there should be a condition with regards to the piling method to be used for the foundations.

Greater Manchester Archaeological Advisory Service (GMAAS) – An archaeological assessment has identified that the principal archaeological interest relates to former workers' housing from the late 18th century to mid-19th century. Significant remains have previously been revealed within the site through limited

trenching on Aspin Lane (for the Angel Street highway works) and have been well demonstrated for the new Cooperative HQ. These remains are of considerable social archaeological interest, relating to the poor dwelling conditions famously described by Friedrich Engels in the 1840s, arising from rapid industrialisation of the city.

A scheme of evaluation through trial trenching of former workers' housing has been set out in a Written Scheme of Investigation and GMAAS are happy this work can be undertaken through an archaeology planning condition. It is almost certain that significant well-preserved remains of early workers' housing will be revealed; therefore a further programme of more extensive and detailed archaeological investigation will follow-on from the evaluation exercise. This will be the subject of a new WSI.

The archaeological remains would be very visual and it is recommended that a public open day is arranged to allow the local and wider community to view the excavations. This was done very successfully for the Cooperative HQ site excavations. The archaeology should be commemorated through public display and interpretation and publication. The requirement to disseminate the results for the benefit of the local and wider community should form part of the condition but the details should be established through consultation with GMAAS and Manchester City Council once the character, extent and significance of the archaeology is better understood.

New entrances into the park, breaking through the boundary wall, establishing terraces, ramps and steps around the fringe of the park/former burial ground, all have the potential to disturb human remains. GMAAS recommend that a separate part of the planning condition should require an analysis and evaluation to establish if the works would impact on human remains and, should this be the case, to devise an appropriate and sensitive scheme of mitigation. This should include recording elements of the graveyard boundary wall that would be impacted on by landscaping. .

Greater Manchester Ecology Unit (GMEU) – The ecology report submitted is proportionate with regards to the likely extent of ecological harm. The Meadow has a local value more because of its cultural significance, community involvement and because it is an area of green space in an area otherwise lacking in open space than because it supports important species of habitats.

Network Rail – Network Rail is supportive in principle of the proposal on the condition that this would be subject to future discussions regarding the refurbishment and integration of the railway arches into the scheme. This would include ensuring that a wide range of potential commercial uses are supported and that the arches could be refurbished to complement the new buildings with adequate access, servicing and parking provision being in place. There would need to be some consideration of their land ownerships and agreements which would have to be put in place prior to any works which would affect or potentially impact on the Network Rail interests.

The proposal also brings development closer to Network Rail's land interest in the Lower Irk Valley which would assist Network Rail and the Council achieve its regeneration ambitions in this area by the release of underutilised public land for housing which is supported.

Network Rail would look forward to working collaboratively with the developer in respect of this scheme. There are also a list of asset protection measures which require consideration.

Aerodrome Safeguarding – No comments have been received.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that 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 well being of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
 - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

Policy EC3 '*The Regional Centre*' states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal is considered to be in accordance with policy EC3 as it will provide a dense residential development thus contributing towards the City housing growth.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed site in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

The development will form a dense residential scheme within an area that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The accommodation is generous in size with a large number of the properties being 2, 3 and 4 bedroom accommodation.

Policy H2 '*Strategic Housing Location*' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal is considered to comply with policy H2 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H3 '*North Manchester*' states that over the lifetime of the Core Strategy, the area will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst) or district centres as part of mixed use schemes. The application site falls within the Strangeways area of the Regional Centre.

The proposal is considered to comply with policy H3 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide for sale accommodation as part of

diversifying the area and offering housing choice. The viability of the scheme has been considered and is deliverable in its current form.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN2 '*Tall Buildings*' states that 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 by terminating a view;
- Will bring regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

The proposal is considered to be a high quality development that will have a positive impact on views into the City and the regeneration of the area.

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

The proposal is not considered to be unduly harmful to the surrounding Listed Buildings and structures.

The proposal has been designed to preserve the setting of the adjacent Listed Buildings and Conservation Area and removes a vacant site in a key regeneration area. The proposed building is considered to be a high quality addition to the area

reflecting the key characteristics of the area in terms of siting, scale, massing and materiality.

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The proposal seeks to remove trees from the application site. Although some of the trees are in a good condition the overriding public benefits of developing this site outweigh their loss. The applicant intends to replace the trees at the site.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the

site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms. The biodiversity of the site will be improved through the additional tree planting.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality and measures will be incorporated into the scheme to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact on the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

PA1 '*Developer Contributions*' states that 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 DM1 '*Development Management*' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

DM2 '*Aerodrome safeguarding*'

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC18 '*Conservation Areas*' states that the Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve or enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The proposal has been designed to respect the setting of an adjacent Listed building.

DC19 '*Listed Buildings*' - In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Saved policy DC20 *Archaeology* states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place.

In particular: a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal. b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording. c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation

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.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

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

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

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

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

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

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

NOMA regeneration framework (2010)

This regeneration framework cover the 20 acres of land surrounding the Cooperative head quarters. This considered in detail how the Cooperative group, together with the City Council, could achieve a new high quality City Centre district together with other long term strategies for the area.

The document highlights the importance of Angel Meadow Park with regards to its history. The document goes on to state that the development plots around the park will also connect to the new major office zone which will increase activity throughout the day as a route to and from the City Centre.

The framework states:

'Plots to the west of the park are allocated for new residential buildings, with an emphasis on providing accommodation suitable for young families. There is a real potential to deliver new homes in a distinct, green and pleasant urban environment'

North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document has been prepared to guide the future regeneration and development of north Manchester. Within this document, the application site is located between the City Centre fringe and the inner core.

For developments within the City fringe area, the SRF states that developments should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and making the most of land available for high density developments. Furthermore, the document states that there should be a mix of uses with offices, residential located alongside leisure and retail uses.

With regards to the inner core, this is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over

2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

Angel Meadow – Strategic Update to the NOMA development framework (August 2015)

This was provided to help guide future development of land adjacent to Angel Meadow and identify opportunities to support and enhance the existing residential neighbourhood bounded by Gould Street, Old Mount Street/Style Street, Angel Street and Rochdale Road.

The development framework states that the land adjacent to Angel Meadow partly falls within the NOMA masterplan. The development framework considers the plots around Angel Meadow Park in that they offer an opportunity to create a distinctive and sustainable residential led neighbourhood where people want to live, which can be ensured by respecting and enhancing its key assets including Angel meadow Park.

The document also notes the highly accessible nature of the area by public transport as a result of its proximity to public transport nodes.

The development framework presents the opportunity at plots 2, 3, 4 and 5 (which form part of this planning application), and confirms the areas potential as a residential neighbourhood of choice on the northern City fringe. The document also goes on to state that key regeneration issues can be directly addressed by this opportunity:

- Pedestrian connectivity to Angel Meadow;
- Enhanced natural surveillance of the park and adjoining streets;
- The creation of development forms and routes that support improved connectivity through the site.

The document goes on to state that any development in the area should build upon the distinct historic identity of the area, particularly Angel Meadow Park, the Ragged school (both Kings Hill former Ragged school and the Sharp Street Ragged School) and other heritage assets in the Ludgate Hill area.

The framework is clear that a range and mix of residential accommodation should be provided within a high quality and well managed environment that will create a neighbourhood of choice. The framework also states that the focus of development will be on apartments, however, where there are opportunities for larger apartments, duplex or town houses with 3 or more bedrooms, this will be encouraged. In addition, where ground floor commercial uses can be supported these should be created in order to provide amenities for the communities.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework has been prepared in order to help guide future development in the areas as part of establishing new development and supporting

public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework establishes core principles that seek to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south is vitally important as part of improving connections, new development and high quality public realm.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to *"shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England"*.

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Cross area.

Indeed the strategic plan states that the growth of the City Centre *"has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy"*

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as New Cross is vital in terms of delivering the City's growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that New Cross can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

As a result, one of the key priorities for the Northern Quarter is to *"explore options to develop connections to Ancoats/New Islington and New Cross, spreading the*

creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas”.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

“...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people’s quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 ‘Requiring Good Design’ outlines the Governments expectations in respect of new developments:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 11 *conserving and enhancing the natural environment* provides guidance of the minimising the impacts of new developments of existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when

considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

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 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
 - using green infrastructure, in particular trees, to absorb dust and other pollutants;
 - means of ventilation;
 - promoting infrastructure to promote modes of transport with low impact on air quality;
 - controlling dust and emissions from construction, operation and demolition;
- and

- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

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

building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid 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') and has considered the following topic areas:

- Townscape baseline, sensitivity and effects;
- Heritage;
- Archaeology;
- Ground conditions;
- Flood risk;
- Transport;
- Parking;
- Construction;
- Air quality;
- Wind;
- Daylight and sunlight.

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately ??? 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 February 2017.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

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

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, 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 proposal and the schemes 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 transform the four development plots around Angel Meadow Park and provide new linkages through enhanced public realm. The new homes and commercial activities would bring significant new footfall and activity and complement NOMA and nearby residential neighbourhoods.

The 756 new homes would provide one, two and three-bed apartments plus town houses and penthouses and many would be suitable and attractive to families. The sizes would be consistent with the City's objectives with all of the one bedroom apartments being suitable for 2 people, the two bedroom accommodation aimed at 4 people and the 3 bedroom accommodation suitable for 5 people.

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.

The residential element would be consistent with these growth priorities and would deliver homes to meet the demands of a growing economy and population in a well-connected location. It would regenerate four previously developed brownfield sites which are specifically identified as a key component of the Angel Meadow development framework as well as being an important part of the wider regeneration of this part of the City Centre and the Northern Gateway.

It would form an important catalyst in the regeneration of the Northern Gateway and the Lower Irk Valley forming a key element and connecting residential areas at Collyhurst and underutilised parts of the Lower Irk Valley to the City Centre. This would help realise the visions set out in the various development frameworks for the areas in and around NOMA and Angel Meadow.

The proposals would deliver key objectives set out in the 2015 Framework including providing the enhancements to the public realm and improved linkages with NOMA and Angel Meadow. Ground floor active uses together would animate the new areas of public realm and provide natural surveillance to the park. The proposal would provide an opportunity to secure funding for future works at Angel Meadow Park together with refurbishments to the Ragged School.

The development would deliver significant economic and social benefits including the creation of approximately 750 construction jobs and employment associated with the operations of the buildings and the commercial units, which equates to 30 full time jobs. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant in regard in order to fully realise the benefits of this proposed scheme.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Consideration of alternatives

A statutory requirement when considering EIA developments is the need to consider alternatives in the development of a proposal. In this instance, no alternatives have been considered for the proposed development due to the development of the application being fully supported within the various strategic frameworks for this site.

Tall Building Assessment including impact on townscape

The proposed development consists of four tall buildings clustered around Angel Meadow Park. The tallest building, at 40 storeys, is plot 4, followed by 22 storeys at plot 2, 17 storeys at plot 3 and part 9, part 12 at plot 5. The cumulative effect of these tall buildings would inevitably have an impact on the character and visual amenity of the immediate context and would change long range views from many directions.

The Core Strategy supports tall buildings where it can be demonstrated that they are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and would deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes.

One of the key considerations is whether the proposed buildings are of an appropriate scale and quality. The applicant has undertaken a tall building assessment using the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE. Historic England's Advice Note 4, 2015 updated the CABE and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the information submitted in support of the application.

A Townscape and Visual Impact Assessment has examined the impact that the proposal would have, particularly the townscape and visual impacts on the site and surrounding area. The impact is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

Key viewpoints have been identified as part of the wider Townscape Visual Impact Assessment. A total of 16 viewpoints were assessed. These are as follows:

- View point 1 – view from the centre of Cathedral Gardens facing north east;
- View point 2 – View from the junction of Corporation Street/Miller Street, facing north east;
- View point 3 – View from Rochdale Road approach, facing west;
- View point 4 – View from Shudehill facing north;
- View point 5 – View from the junction of Oldham Street/A665, facing north;
- View point 6 – View from Sherratt Street facing north;
- View point 7 – View from Old Mill Street facing north;
- View point 8 – View from the eastern entrance to Manchester Victoria Station, facing north;
- View point 9 – View from the junction of Cheetham Hill Road/Lord Street, facing east;
- View point 10 – View from Trinity Way bridge facing east;
- View point 11 a – View from Angel Street facing west;
- View point 11 b – View from Angel Street facing north;
- View point 12 – View from Piccadilly Gardens facing north;
- View point 13 – View from St Anns Square facing north;
- View point 14 – View from Queens Road bridge facing south west; and

- View point 15 – View from Cheetham Hill Road approach, facing south east.

The effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area. The Assessment provides a comparison from key viewpoints of the impact on the surrounding area against the current situation, including conservation areas and the setting of listed buildings, to evaluate the overall impact. .

This is a large and significant development that would transformative the area. The location of the tallest element at 40 storeys is a response to its unique position on the eastern edge of the park. The use of a high quality façade material together with active frontages and improvements to its immediate public realm would provide an ambitious landmark building.

The buildings on the other three plots are of equal quality and would collectively, and when viewed with NOMA, create a cluster of taller buildings. The materials would relate and respond to those used in buildings in the local area but would be used in a contemporary manner.

External appearance and visual amenity

The NOMA development framework promotes a high density residential led development of the scale proposed along with active ground floor uses. Commercial units are proposed on the ground floor of plots 2, 3 and 4. These would provide natural surveillance to the public realm and provide surveillance to Angel Meadow. Townhouses would be situated at street level of plot 1 as a more appropriate response to the residential character of this area.

The development framework indicates that the height of plots 2 and 3 should range between 8 and 15 storeys. The heights proposed would be 22 and 17 storeys respectively and whilst this is larger than that indicated, the scale proposed does respond to what is a unique context and provides a transition between the larger buildings at Angel Square and the lower scaled buildings of the Ragged school. Buildings of differing heights do create visual interest and would help to create a cluster of buildings which complement each other.

The 40 storey building on the eastern edge of the park would be a landmark building and would become a focal point and balance development around the park area with the Cooperative HQ on the western edge.

The development framework indicates that plot 5 should accommodate a development between 6 and 8 storeys, with a 12 storey element on the corner of Sharp Street and the application proposes between 9 and 12 storeys with the 12 storey element forming a landmark feature on the corner of Sharp Street. Whilst it would be higher than immediately surrounding residential developments, it would not have a detrimental impact on the surrounding area and would be an appropriate response to its setting on the edge of the park.

Plots 2 and 3 would be set on a masonry podium which would provide a connection to the masonry buildings in the area such as the Ragged school. Deeply recessed glazing would punctuate and break up the elevations and allow views in and out of buildings. A fully glazed unitised system is proposed with a mixture of clear glazing panels and 'solid' spandrel panels with a silver grey backing to plot 2 and a warm bronze to plot 3. The change in materials to the upper levels of the building will be marked with an inset above, before the buildings rise to the upper levels which would be glazed. The location of the buildings would allow views to the park.

The base and podium of plot 4 would promote activity to the street and animation to the park area. The podium design would separate and articulate the base through the use of materials. A route would be created through the building and into the park which would provide level access from Gould Street and address the complex level changes in this area.

The façade of the tower has been broken down into four main sections which are separated by winter gardens. The use of glazing through all levels would create a high quality yet simple façade treatment. The ground and immediate upper level of the building would be inset to provide visual interest at the lower levels. The top three levels of the tower provide a 'crown' with an expressed diagonal steel system.

Plot 5 would primarily be varying shades of red brick with regular and simple window openings. This multi tone brick would complement the traditional architecture of the area of buildings such as the Tobacco Factory and nearby listed buildings. At ground level the brick comes down in piers, creating a grid and spacing for the townhouses. Chamfered brick would help to break up the massing and open up the building to Angel Meadow. Grey metal balconies would provide amenity space and views across the park. A saw tooth roof provides interest and contemporary feel to the elevations and would sit comfortably in the street scene. This would be finished in a zinc cladding and provide a reference to the surrounding factory buildings.

Overall the design is considered to be high quality with each of the blocks offering an individual and distinctive architectural response. The scale of the blocks and use of glazing and masonry offer a common theme through the development which takes reference from the surrounding developments and heritage assets. The proposal is therefore considered to comply with policies EN1 and EN2 of the Core Strategy.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality are maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposed use.

The applicants acknowledge that the market is competitive and the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the scheme as submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

The proposed materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters, maintenance requirements and to understand weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity.

The development team have experience of delivering high quality buildings, including residential schemes, in city centre locations. They recognise the high profile nature of the site which has ensured that the design response is appropriate for this strategically important site.

Existing tree coverage

There is an extensive number of existing trees across the Angel Meadow Park area which would be retained and protected throughout the construction period and beyond. The plots have limited vegetation being used as surface level car parks.

Plot 4 has some trees at the north western part of this plot which would be retained. However, 9 trees of moderate or low value would be lost and a further 13 would be replanted in the vicinity.

The loss of a small number of trees is regrettable and significant mitigation is proposed through the provision of extensive hard and soft landscaping to be implemented as part of the scheme. A valuable and mature tree system is retained across the park area.

The remaining tree coverage around the edge of the park area which is in close proximity to the development plots and associated works, should be suitably protected by appropriate tree protection measures. These measures should be put in place for the duration of the works and should be secured through conditions of the planning approval.

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

The site surrounds Angel Meadow Park and provides a unique opportunity to complement this area with a high quality development that would provide natural surveillance and maintain views and access through the park.

A comprehensive landscaping and public realm proposal would enhance the key heritage asset of Angel Meadow Park whilst improving the surrounding environs to the area and accessibility and connections.

The key elements to the landscaping and public realm strategy are as follows:

- **Gateway** – providing enhanced public realm from the city centre and the surrounding NOMA plots;
- **Parkside walk** – Aspin Lane would be pedestrianised and a parkside walk would provide a generous streetscape and linear park with blocks of

ornamental planting and seating which would line Angel Meadow creating a green axis adjacent to the park and surrounding developments;

- **Amenity plazas** – a number of amenity plazas and a new public square adjacent to plots 2 and 3 would provide flexible open hard spaces with opportunities to relax, meet and gather;
- **Viaduct terrace** – the scheme would enliven the part of the site adjacent to the viaduct which would connect NOMA with the wider Northern Gateway;
- **Leisure garden** – a leisure garden at the base of plot 4 would create activity, provide an area for relaxation and dining spill out space closely linked to the proposed retail provision and café pavilion on the edge of the park;
- **Gould Street interface** – The Gould Street interface would create a permeable and active edge into the park and an improved street scene will provide space for drop off and deliveries;
- **Roof podium** – a multi functional roof podium would be created at plot 4 to provide garden space and recreation and relaxation space; and
- **Community fringe and rebalanced streets** – pedestrian orientated streetscapes along the southern boundary (particularly to Old Mount Street) would provide an improved environment for residents who live around the park area.

These works would enhance the park and create stronger connections between the development plots and Angel Meadow Park and increase connectivity to the city centre. Further discussions have taken place with the applicant regarding enhancements to Dantzic Street.

Minimal works are proposed to Angel Meadow apart from its reconfiguration of the north western corner adjacent to plot 4 and the creation of the leisure garden and stepped entrance in the east. This would create a viaduct terrace and an exciting new link between the development plots and an opportunity to open up the railway arches.

A stepped entrance would be created into the park to link with the leisure garden and café spill out area. This would require some modest tree removal and replanting as detailed above. The stepped terrace would be introduced to the east of plot 4 at the eastern most entrance of the park to encourage a transition in levels between Gould Street and the Park. A new entrance to the park would be introduced from Old Mount Street to link into plot 5 and the existing residential areas to the north of the site.

As detailed elsewhere within this report a contribution will be sought through an agreement with the applicant for improvements to the park area.

All residential blocks would provide their own private amenity areas within the apartments in the form of balconies and terrace areas which would provide private recreation and relaxation space for the occupants of the development.

Overall, it is considered that the development would provide an enhanced setting to Angel Meadow which is an important and valued green space in the city centre. There would be limited impact on the existing park area with remodelling in order to accommodate an appropriate setting to plot 4. New public realm and landscaping will be created around the development area in order to improve linkages to the plots.

Impact of the historic environment

The site is not within a Conservation Area but there are a number of Listed Buildings in close proximity and given the overall scale of the proposal, it would have an impact on the surrounding historic environment as well as key views across the City.

The urban grain around the site is a mixture of low quality surface level car parking and cleared sites, together with buildings on a large scale such as the CIS tower and other surrounding commercial buildings such as the Cooperative headquarters. These buildings are punctuated by a number listed buildings and non-designated heritage assets which provide a reference to the areas industrial past such as the cooperative warehouses and the Charter Street Ragged school. At the heart of the area is also the Angel Meadow Park which provides a valuable area of open space. This area is of historical significance in that it forms a burial ground. The cleared nature of the application site, and some of its immediate environs, has created a poor quality environment and streetscape.

The listed buildings which are considered to be impacted upon by this development are, Ashton House (Grade II), Marble Arch Inn (Grade II), Parkers Hotel (Grade II), Union Bridge (Grade II), Cooperative Society Building (Grade II), Cooperative Press (Grade II), Sharpe Street Ragged School (Grade II), Warehouse (corner of junction with Simpson Street) (Grade II), Coop insurance society (CIS) (Grade II) and New Century House (Grade II).

There are also a number of non-adjacent, highly graded, listed buildings which whilst not considered to be sufficiently close enough to be impacted upon. These are the Cheetham School (Grade I) and Manchester Cathedral (Grade I).

The site is also close to the Shudehill, Smithfield and Stevenson Square Conservation Areas. Shudehill is the closest Conservation Area to the site and provides the backdrop to the main COOP building. The site is largely screened from view by the scale of this building and therefore the impacts on the conservation areas are considered to be modest with the buildings being seen from long ranging views into and out of the Conservation Area. As such, it is not considered that there are any unduly harmful impacts would arise in this regard.

A Heritage Report has identified and assessed the heritage assets listed above that could be affected by the proposal as required by para 128 of the NPPF. The setting of the identified heritage assets has also been addressed to allow the potential impact of the proposals to be understood and evaluated.

The proposal could have an impact on the setting of a number of listed buildings and these are set out below followed by an assessment of the views within which they may they be seen and the specific impacts on those views.

Ashton house (Grade II) is a small building but is significant due to its architectural detailing and use. The building is detached from the development site and separated by the addition of a modern development. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building with any of the development plots.

Marble Arch Inn (Grade II) is a modest public house which is highly decorated with some significant architectural detailing. The building is best appreciated externally from Rochdale Road, particularly at street level. The site is separated from the listed building by a number of modern developments and it is considered that there is no impact on this building as there is no physical or visual relationship with any of the development plots.

Parkers Hotel (Grade II) is a prominent building on Miller Street and consists largely of Portland stone. Its significance is derived from its architectural detailing and position. It is detached from the site by existing buildings and the road infrastructure. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building with any of the development plots.

Union Bridge (Grade II) is a section of bridge crossing the River Irk and is surrounded by low quality buildings. It is physically detached from the application site by existing rail infrastructure. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building with any of the development plots.

Cooperative society building (Grade II) is an office building which is best appreciated from the immediate context. It consists of buff brick with windows in metal casements together with a distinctive curve glazed entrance. The building is detached from the application site by a number of key buildings and roads. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building with any of the development plots.

Cooperative press (Grade II) is a former warehouse currently used as offices with brown brick and red brick dressing. This Edwardian baroque style building is best appreciated at street level due to be enclosed by a tightly packed road network surrounded by other developments. It is located close to plot 5 but is separated by other forms of development. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building and the development plots with the exception of plot 5 which, although close to this plot, the setting of the listed building will remain legible and understood.

Sharp Street Ragged School (Grade II) presents a narrow gable to plot 5 and helps to define the immediate street scape and is a fine example of robust and simple architectural mass. The building is in close proximity to plot 5, however, the setting of the listed building is considered to be compromised by the existing surface level car park in this location. As such, it is considered that there is no impact on this building

as there is no physical or visual relationship with this building with the development plots with the exception of plot 5 where the proposed building will add to the grain of development by re-establishing the tightly grained urban context.

Warehouse (west corner of junction with Simpson Street) (Grade II) is a modest warehouse and has group importance with the Ragged school. It is close to plot 5, but its setting is compromised by existing surface level car park. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building with the development plots with the exception of plot 5 where the redevelopment of this plot will enhance the setting of the listed building and add to the grain of development which already surrounds this building.

CIS building (Grade II) is a 26 storey and 28 storey tower building with a 5 storey podium block constructed on reinforced concrete. The setting of this building has recently improved through public realm improvements. The CIS tower is appreciated by multiple points across the City skyline as a consequence of its scale and form. Whilst the building is detached from the application site, there would be instances where the developments would be seen in the same view. However, there would be no impact on this building as there is no physical or visual relationship with this building and the development plots. Although the proposed development would be seen in the context of this building from long ranging views this is not considered to affect the manner in which this building or its context is understood.

New Century House (Grade II) comprises a 14 storey tower with 2 storey conference hall and sits alongside the CIS tower which complement each other in terms of their setting and scale. Its significance is as a result of its horizontal emphasis and use of materials. The building is detached from the application and is obscured by other tall buildings which separate them. As such, it is considered that there is no impact on this building as there is no physical or visual relationship with this building and the development plots. Although the proposed development would be seen in the context of this building from long ranging views (see below) this is not considered to affect the manner in which this building or its context is understood.

As detailed above, the nearest highly listed structures are the *Cheetham School (Grade I)* and *Manchester Cathedral (Grade I)*. The Cheetham school comprises the music school and comprises a modest two storey medieval building and additional wings of similar scale and later additions. The school is separated by other larger developments from the application site. With regards to the Cathedral, this is also a significant building but considered to be modest in scale given its context, the significance of the cathedral is medieval architecture together with its square tower. The building is best appreciated from close range and within the immediate context of other historic buildings. As such, it is not considered that the proposed development has any detrimental impact on these buildings or their setting.

There are also a series of non-designated heritage assets in close proximity to the application site. These are the Particular Baptist Chapel, the Charter Street Ragged School and working girl's home and St Michaels Flags and Angel Meadows. These buildings hold historical value for the area as they reflect a way of life during their time of construction and intended use.

These buildings surround the site and would be seen in the same context as the proposal and therefore the impact upon them requires consideration. The proposal would mark a significant intervention into this context, it would remove some very poor quality surface level car parks and low rise buildings from around the park area and Ragged school. The architectural quality would be distinctive and has been developed in order to be sensitive to this important location. The creation of a large amount of new public realm and landscaping together with the careful choice of materials is directly linked to creating a well-designed urban environment that integrates successfully into this existing context providing enhanced features and public realm.

An Environmental Statement and heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either low beneficial, negligible or neutral in most cases together with there being instances where the proposed development improves the visual amenity of the area thus being beneficial.

As detailed above, these heritage assets have been considered within the 16 key viewpoints listed above through the visual impact assessment. The key viewpoints and conclusions can be summarised as follows:

View point 1 is from the centre of Cathedral Gardens facing north east and includes the context of the Grade I Listed Manchester Cathedral and the Corn Exchange within the Cathedral Conservation Area. Other key buildings which form this view are the Chetham's school of music and Manchester Victoria train station. These historic buildings are set alongside the modern glazed CIS tower, New Century House and the Urbis building. The area contains public realm which is intended to provide a quality setting to these important buildings. Overall it is considered that the proposal would have a negligible impact on this view. Whilst there is a view of the development from this vantage point, there is no impact on the appreciation of value of the heritage assets identified.

View point 2 is located at the junction of a key movement route through the City Centre. Parkers hotel and the Cooperative HQ can be seen and provide evidence of the changes to this part of the City Centre. These buildings frame the views across this area which is currently surface level car parking. The proposal would become the prominent feature framed within this view which would sit either side of the listed building and headquarters. There would be no close range alteration to the setting of the listed building. Overall it is considered that there will be a negligible impact on the views of the city and listed buildings from this view point.

View point 3 is from the Rochdale Road approach, facing west. This is a major arrival route into the City Centre from the north east. A number of new developments can be seen from this view point together with the poor quality surface level car parking, small scale industrial uses and road infrastructure. It is considered that the proposed development would have a highly beneficial impact on this view as it would reveal a high quality development within the city landscape.

View point 4 is from Shudehill facing north. The area forms the busy transport hub of Shudehill and is an environment which is dominated by large buildings and concrete infrastructure. The CIS tower and Cooperative HQ form the landmark buildings together with a non-designated heritage asset. The proposal would be seen in the far distance and would not detract from the CIS tower with the listed building remaining fully appreciated together within views of the Conservation Area. The impact is therefore considered to be negligible.

View point 5 is from the junction of Oldham Street/A665 facing north. It is formed by the former Midland Bank (grade II) at the junction of Oldham Road and the inner ring road. The view is dominated by road infrastructure, however, there is a number of heritage buildings within New Cross which offer an interesting view across the City. As a result of the proposal there would be a modest view of the tallest tower from this vantage point but there would be no perceptible change to the setting of the heritage assets. Overall the impact on the views is considered to be negligible.

View point 6 is from Sherratt Street facing north. It is from within the Ancoats Conservation Area and is framed by the grade II listed Victoria Square and the non designated heritage assets of Anita Street. These building frame the poor quality surface car parking and low rise buildings beyond within the New Cross area. Whilst the proposal would be seen and framed by these heritage assets, it is not considered that there would be a perceptible change to their setting of significance. The impact on this view point and heritage assets is considered to be negligible.

View point 7 is from Old Mill Street facing north west. It is a long ranging view from New Islington Marina and as such there view is cluttered with the historic mill buildings of Ancoats and more modern interventions due to the ongoing regeneration in the area. There is no impact as a result of the development which would not be seen from this view point.

View point 8 is from the eastern entrance of Manchester Victoria station facing north and represents a key view point not only within the City Centre but across to the application site. There is a mixture of buildings within this view particularly a number of listed buildings such as Parkers hotel. There would be a clear view of the proposal which would add to the cluster of modern buildings in the NOMA area. Whilst the proposal would be seen in the same context as a number of listed buildings, it is not considered that it would have an unduly harmful impact on the setting or significance of these buildings.

View point 9 is from the junction of Cheetham Hill Road/Lord Street facing east and is dominated by modern buildings associated with the Green Quarter. There would only be modest glimpses of the proposal from this view point and given that this view of the proposal would be clustered with other modern buildings of scale, it is considered that any impacts are low.

View point 10 is from Trinity Way Bridge facing east and is a major arrival route into Manchester and is dominated by contemporary architecture. The development would be seen in this context and as there are no heritage assets present in this view, the impact is negligible.

View point 11a is from Angel Street facing west and dominated by Angel Meadow together with high density residential along the edge of the view. This view allows the level changes in the area to be fully appreciated and the existing surface level car park of plots 2 and 3 are evident. There would be a significant change to this view with the building at plot 2 dominating it. This would remove the poor quality surface level car park. There are also no heritage assets within this view and it is considered that the creation of a high quality building in this location with active frontages will enhance the townscape from this vantage point.

View point 11 b is from Angel Street facing north and is dominated by Angel Meadow and the existing tree coverage together with the apparent level changes across the site. There are also glimpses of the residential developments at Ludgate Hill, particularly the heritage buildings along Aspin Lane. This view would change dramatically with all the plots being visible in the context of Angel Meadow. The proposal would be seen in the same context as the heritage assets, however, it is not considered that there would be any unduly harmful effects in this regard. Indeed, the high quality buildings would enhance the townscape from this vantage point and therefore the impact of the development should be viewed as beneficial and therefore outweighing any low level impact on the setting of the heritage assets.

View point 14 is from Queens Road Bridge facing south west and provides long ranging views of the city skyline from the Queens Road tram stop. It contains a mixture of modern buildings, however, a number of heritage buildings are present in the view. The view demonstrates that the proposal would add to the cluster of tall modern buildings which are apparent across the city centre skyline from this vantage point. No harm will arise to the heritage assets within this view. The development will become a new landmark feature in the skyline from this vantage point which provide a beneficial impact on the Manchester townscape.

View point 15 is from Cheetham Hill Road approach facing south east and contains many of the buildings within the Manchester Fort shopping centre which therefore offers a modern backdrop. The proposal would clearly be seen from this vantage point and given the modern building would add to the character and variety from this view. There are no heritage assets which would be affected and overall the impact of the development on this view would be moderately beneficial adding to the depth and quality of Manchester's tall buildings.

The proposal is a major development that would be seen from a number of key vantage points across the city which include a number of heritage assets. Whilst there are a number of instances where the development would be seen from key views, which also contain heritage assets, the impact of the proposal would not be unduly harmful. Indeed, in some instance, it would have a beneficial impact on the Manchester skyline thus enhancing the city townscape. Where the development would clearly be seen in the same context as heritage assets, the significance and setting of these buildings is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme will bring to this area.

As such, the impacts of the development amount to less than substantial harm as defined by paragraph 134 of the NPPF and can be suitably mitigated by the high

quality and distinctive architecture that the buildings would bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 133 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in some instances of adverse impact in relation to changes to the setting of a number of listed buildings and non-designated heritage assets. These impacts are considered to result in *less than substantial harm*.

In these circumstances, it is necessary to assess whether this level of harm would be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 134 of the NPPF. In doing so, regard must be had to the desirability of sustaining and enhancing the significance of the heritages assets, in line with paragraph 131 of the NPPF.

The proposal would regenerate a major site within the City Centre that currently have a negative impact on the area. This proposal would bring a viable and active use to the underutilised part of the City Centre and would take advantage of Angel Meadow and bring interest, vitality and distinctive architecture to the area. It would provide an appropriate mix of residential accommodation and supporting commercial uses that would provide a thriving residential led neighbourhood.

The proposal would also provide new public realm contributing positively to place making. These new public areas would be safe and accessible and add to the vitality and quality of the development. These improvements would also improve permeability and legibility of the public realm connecting all of the development plots with each other and enhancing access to Angel Meadow.

The 40 storey landmark building at plot 4 would replace low quality commercial buildings with an iconic quality building. A landscaped podium would provide a quality environment at ground level and respond positively to the change in levels around the plot. This would also improve natural surveillance to the area.

The design, scale, massing and materiality of the four blocks would respond positively and integrate successfully into the surrounding historic environment. The development has been influenced by the historic context particularly in respect of the material used a street level before utilising large expanse of glazing which seeks to break up the massing of the buildings and provide a distinctive piece of architecture whilst having a contextual link with the area.

The proposal would bring benefits to the non-designated heritage assets of Angel Meadow and the Ragged school through a contribution to improve the quality of the space and building for the benefit of the visual amenity of the area and to allow existing and proposed residents and users of the development an opportunity to appreciate a high quality and safe environment.

There is no doubt that view into and out of the park area, together with its setting, will be affected by the development. The scale of the buildings will mean that the development will be highly visible from all aspects both within and outside of the immediate park area. This will alter the immediate environment of the park and the manner in which the users of the park area will experience and view the park. There will be a modest loss of park area to create new public realm between plots 2, 3 and 4. It is considered that the loss of this part of the park is acceptable in this instance due to the public and regeneration benefits of the improved linkages across this area which will include improving the safety and natural surveillance for existing users of the park and proposed residents.

As the above assessment has demonstrated, in most instances, the development will have a positive impact of views of the park and its setting. Indeed, the development will replace what is currently considered to be a low quality environment which surrounds the park with a high quality development and improved public realm the latter of which will improve access to the park area. The topography of the park area, which in most cases is elevated for the surrounding road network, will ensure that the park retains prominence to the surrounding developments.

It should also be noted that the daylight and sunlight assessment has concluded that there will be no unduly harmful impacts with regards to overshadowing on the park area with 99% of the park still receiving at least 2 hours of direct sunlight. In summary, the Heritage Statement submitted in support of the application in conjunction with the visual impact assessment concludes that there would be some impacts. There can be no doubt that this proposal would change this area and would change the setting of the heritage assets. However, as detailed above, it is not considered that the level of impact would be less than substantial with there being significant public benefits.

The proposal has the potential to continue the regeneration of one of the City's key regeneration areas and would fully utilise a series of under-utilised sites. Indeed, as detailed above, there are significant benefits of the scheme of the City's skyline through the addition of a high quality landmark building in an area where there are already high quality tall buildings.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Impact on Archaeology

An archaeological assessment has identified that the principal archaeological interest relates to former workers' housing from the late 18th century to mid-19th century. Significant remains have previously been revealed within the development site through limited trenching on Aspin Lane (for the Angel Street highway works) and have been well demonstrated for the new Cooperative HQ. These remains are of considerable social archaeological interest, relating to the poor dwelling conditions famously described by Friedrich Engels in the 1840s, arising from rapid industrialisation of the city.

Due to the significance of the archaeological remains, a scheme of evaluation through trial trenching of former workers' housing has been set out and approved in a Written Scheme of Investigation. It is almost certain that significant well-preserved remains of early workers' housing would be revealed which would require a further programme of more extensive and detailed archaeological investigation.

Given the extent of archaeological remains at this site, GMAAS have recommended that these are publically available to view together with the archaeology being commemorated through public display and interpretation and publication. It is recommended that this forms part of the conditions of the planning approval.

It is also noted that the public realm and landscaping works to eastern edge of Angel Meadow Park would have some potential to disturb known burials and investigation works must be undertaken in a sensitive and robust manner. GMAAS have recommend that the condition requires the approval, analysis and evaluation needs to take place to establish if the proposed works would impact on human remains. Should this result in disturbance to human remains, the applicant would be required to undertake an appropriate and sensitive scheme of mitigation. This scheme should include recording elements of the graveyard boundary wall that will be impacted on by development landscaping works.

It is recommended that a detailed archaeology condition is imposed on this planning permission to ensure that all of the works listed above are carried out in an appropriate and sensitive manner in order to accord with policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Ecology

An ecological appraisal concludes that the site is not subject to any statutory designations with the closest statutory designation being the Rochdale Canal SSI which is located 4.8 km north east. There are also no non-statutory designations in close proximity to the application site. It has considered the impact of the development on bats, birds, other species and habitats.

Given the low level of vegetation and buildings present across the four plots, the ecology report considers that there would be limited impact on the ecology of the area. The report does recommend that care and attention is given to the removal of the roofs of the existing buildings on plot 4 in order to determine if there are any bats

present. This should form part of the conditions of the approval. In addition, vegetation should not be removed in bird nesting season in order to avoid any conflict with nesting birds. Finally, the report considers that any lighting proposed as part of the development should be sensitive to the bat environment.

Greater Manchester Ecology Unit have assessed the proposal and concur with the findings of the report and recognised the low ecological value of the site and that the ecology value lies within the Angel Meadow Park area which would be enhanced as part of the development proposals.

Effects on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken by the applicant to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the application site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide two main methods for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL). For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still received enough sunlight).

The properties which were assessed are as follows:

- Manchester Court (87 Dantzic Street) – 35 windows were considered with 19 (54.3%) meeting BRE VSC guidelines. Four of the windows affected will experience alterations between 20-30% and the remaining 15 will experience an alteration in excess of 40%. For NSL, 16 (59%) out of the 27 rooms assessed will meet BRE guidelines with 18 rooms (66.7%) retaining 50% sky visibility. With regards to APSH, only 11% of the windows will meet the sunlight guidelines. It is noted that some of the windows and rooms affected would experience a loss of daylight and sunlight higher than the guidelines. However, consideration should be given to the city centre location of the property where certain effects of this nature are unavoidable and commensurate to a city centre context. The overall effect on daylight and sunlight is considered to be moderate adverse.
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- The Citadel – A total of 120 windows to 72 rooms were considered. With regards to VSC, 117 (98%) of the windows met BRE guidelines. The five which are affected are expected to experience an alteration between 20-30% which is considered to be minor in this context. With regards to NSL, 69 (96%)

of the 72 rooms are expected to meet BRE guidelines. In terms of APSH, 94% of the windows meet the guidelines. Overall the affect on daylight and sunlight is considered to be negligible.

- Manchester Court 83-85 Dantzic Street – A total of 105 windows to 81 room have been considered. For VSC, 62 (59%) of the 105 windows will meet BRE guidelines. Ten of the windows affected would experience an alteration between 20-30%, with a further 5 windows between 30-40% and the remaining 36 in excess of 40%. With regards to NSL, 71 (88%) of the 81 rooms will meet BRE guidelines. In terms of APSH, 64% of the windows meet the BRE guidelines. Given the urban context, it is considered that, on balance, the windows and rooms in this building will maintain a reasonable level of daylight and sunlight for its urban context.
- 21 Meadow Court – A total of 94 windows to 66 rooms have been considered. For VSC, 65 (71%) will meet the BRE criteria. Of these windows, 22 will experience alterations between 20-30%, a further 5 between 30-40% and the remaining 2 in excess of 40%. It should be noted that the Ludgate Hill area is characterised by narrow streets which will invariable affect the availability of daylight. With regards to NSL, 64 (97%) of the 66 rooms will meet the BRE guidelines. All of the windows meet the APSH guidelines.
- 28 Meadow Court – A total of 124 windows to 92 rooms were considered. For VSC, 93 (75%) of the 124 windows met the BRE guidelines. A total of 18 windows will experience alterations between 20-30% with 15 experience an alteration in excess of 40%. It should be noted that some of the windows affected are secondary windows. With regards to NSL, 82 (89%) of the 92 rooms will meet the BRE guidelines. In terms of APSH, 81% of the windows meet the BRE guidelines. Overall it is considered that the impacts on this residential accommodation will have a minor adverse impact and one that must be viewed in the urban context to the development
- 10 Crown Lane – There are 3 windows to 2 rooms all of which meet the VSC and NSL guidelines.
- King of Kings School – A total of 106 windows to 44 rooms have been assessed. For VSC, 32 (30%) of the 106 windows will meet the BRE guidelines. Some 45 windows will experience alterations between 20-30%, 5 between 30-40% and 34 in excess of 40%. As detailed above, some of the testing provides difficult in an urban context and therefore this must be given due consideration when assessing the impact. With regards to NSL, 39 (88%) of the 44 rooms will meet BRE guidelines. Whilst it is noted that there will be a minor adverse impact on this property, this should again be viewed in the nature of its context.
- Tobacco Factory, Ludgate Hill – A total of 119 windows to 94 rooms have been considered. With regards to VSC, 67 (56%) will meet BRE guidelines with 33 experiencing an alterations between 30-40% with the reaming 20 in excess of 40%. In terms of NSL, 59 (92%) of the rooms will meet BRE guidelines. With regards to APSH, 76% of the windows met BRE guidelines.

Further testing of the windows has taken place which reveals that whilst there remains impacts these are not usual or considered to be unduly harmful for an urban context such as this.

- Tobacco Factory, Naples Street – A total of 176 windows to 94 rooms have been considered. For VSC, 111 (63%) met BRE guidelines with 13 experiencing an alteration between 20-30%, 10 between 30-40% and 42 in excess of 40%. With regards to NSL, 66 (70%) of the 94 rooms meet the BRE guidelines. In terms of APSH, 90% of the windows met guidelines. It is considered that the daylight impacts on this property are moderately adverse. However, further testing by the applicant did not reveal any unduly harmful impacts which were unusual for this urban context.

It is considered that with regards to daylight, 65% of all windows considered met BRE guidelines for VSC with 83% of all rooms meeting NSL. The majority of the adverse impacts were on Manchester Court, 87 Dantzic Street and the Tobacco Factory properties. For sunlight, 79% of all windows met BRE guidelines for APSH. Again, Manchester Court experienced the most harm but this has to be considered in context of a highly urbanised environment.

Whilst it is noted that a degree of harm would arise to some existing apartments, this has to be considered in the context of an existing urban environment. The Ludgate Hill area is characterised by a dense nature of development of tightly packed streets. This would have an inevitable effect on the availability of daylight and sunlight. It is considered that the impacts are acceptable in this context.

99% of the Park would receive at least 2 hours of direct sunlight and therefore there is no adverse impact in this regard.

The siting and orientation of the development blocks would allow adequate separation distances between buildings to avoid overlooking and loss of privacy. There would be approximately 15 metres between plot 2 and 83/85 Dantzic Street and 13 metres between the plot and 87 Dantzic Street. The position of plot 3 means that there is no immediate residential property in close proximity with the nearest (87 Dantzic Street) being 27 metres away.

Plot 4 is not in close proximity to any of the nearest residential blocks. There is over 150 metres between the proposed block and 87 Dantzic Street and 47 metres to the Tobacco Factory on the corner of Old Mount Street and Ludgate Hill.

Plot 5 is located in close proximity to existing residential buildings. It should be noted that the road network around Ludgate Hill is characterised by a tightly packed cluster of buildings around the existing road network.

There would be 12 metres between the south eastern elevation and the Tobacco Factory on the corner of Ludgate Hill and Old Mount Street. To the south of the building, there would be 11 metres between the Ragged school on Naples Street and the Tobacco Factory on the corner of Naples Street and Ludgate Hill. There would be

12 metres between the western elevation of the proposed development and the Tobacco Factory on Naples Street.

Plot 5 would have the closest relationship with the existing developments but all are separated by the existing road network. The character of the area means that blocks are in close proximity to each other and the proposal is not considered unusual.

It is therefore considered that the proposal is acceptable and the impacts which do arise are not unusual for a City Centre context.

b) Wind environment

A wind assessment has assessed the potential effects on wind and wind mitigation measures have been embedded into the design to minimise the impact on the wind microclimate.

The report concludes that there are no detrimental or harmful impacts and wind conditions actually improve as a result of the development. In general terms, the wind conditions at all thoroughfares, entrances and amenity locations are all considered to be within acceptable limits for their required use.

c) TV reception

A TV reception survey has sought to establish the impact on the surrounding terrestrial television signal and digital satellite signal from the addition of a tall buildings at the application site.

It is not expected that the development would cause widespread interference to reception services due to the lack of low rise buildings in the area. However, there may be some signal attenuation to small areas to the southeast of the site, towards Rochdale Road. The development may cause a reduction in signal level and thus a reduction in received signal quality.

The use of tower cranes, together with the scale of the proposal could cause disruption to satellite reception in the areas immediate north west of the application (up to a height of 307 metres). Such an impact would need to be mitigated through either repositioning of any satellite dishes or other forms of mitigation.

It is recommended that in order to assess the impacts of the development on surrounding TV reception and post completion report shall be submitted for consideration which would then allow any suitable mitigation to be secured.

d) Air quality

An air quality assessment has considered whether the proposal would change air quality during the construction and operational phases. The majority of the application site is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of emissions from the surrounding road network.

The report submitted has considered the impact on air quality during both the construction and operational phases of the development.

Dust would be inevitable during the construction process but there is limited demolition with works mainly associated with earthworks and above ground construction activities. Good on site practices during this stage this would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The impacts on existing air quality once the development is complete would be negligible. There is a relatively low level of car parking provision across the site with a commitment from the applicant to provide electric car charging pointing and cycle parking so that residents can take advantage of the sustainable location.

Environmental Health concur with the conclusions and recommendations within the air quality report. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

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

The level of noise and any necessary mitigation measures required for any externally mounted plant and ventilation associated with the building should be a condition of any consent granted. Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation.

It is acknowledged that disruption could arise as a result of the construction phase of work. The applicant and their contractors will work with the local authority and local communities to seek to minimise disruption. The contractors would be required to engage directly with local residents. The enabling works package has followed this process. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which is required to be managed on a daily basis. In addition, there are also challenges in ensuring efficient waste removal within such tall buildings including ensuring that waste is recycled.

The waste management strategy for each block is considered below.

Plot 2

- General waste – 23 x 1100 litre containers;
- Co-mingled waste – 12 x 1100 litre containers; and
- Organic waste – 12 x 1100 litre containers.

There will be sufficient space within each apartment for daily waste to be separated. Residents of the apartments will take their waste to a dedicated waste room. For ease and efficiency, there is a waste room located on each floor of the proposed building. Within the room, waste chutes will be provided which will allow residents to separate their waste into the appropriate chute which, once deposited, will end up in the core waste room on the ground floor of the development. Given the scale of the waste which will be generated by this development, the applicant anticipates that 2 waste collection of 15 1100 litre refuse containers will be required per week. The removal of the refuse containers within the core waste room will be moved to a layby on Dantzig Street on collection day.

Plot 3

- General waste – 10 x 1100 litre containers;
- Co-mingled waste – 5 x 1100 litre containers; and
- Organic waste – 5 x 1100 litre containers.

The refuse arrangements for plot 3 are similar in nature to plot 2 in that residents will utilise the waste rooms on each floor to deposit and recycle their waste. Again there will also be 2 weekly collection of 8 1100 litre waste containers due to the scale of the waste generated and to avoid any build up of waste within the core rooms. A layby will be created on Little Nelson Street to provide a convenient location for collections to take place.

Plot 4

- General waste – 38 x 1100 litre containers;
- Co-mingled waste – 19 x 1100 litre containers; and
- Organic waste – 19 x 1100 litre containers.

As above, waste chutes will be employed to provide a convenient and efficient removal of waste for residents who will occupy this 40 storey building. The waste will be stored in the lower ground floor of the building before it is temporarily moved to Irk Street before being moved to Gould Street where a layby will be provided for refuse vehicle to safely park whilst the waste is transferred. The level of waste generated is likely to result in twice weekly collections.

Plot 5

- General waste – 16 x 1100 litre containers;
- Co-mingled waste – 8 x 1100 litre containers; and
- Organic waste – 8 x 1100 litre containers.

Waste chute rooms will be located on each floor of this building which will connect with a bin store room in two locations on the ground floor of the building. Collections will take place on Naples Street where bins will be wheeled to the road by the facilities management team.

Commercial element

The commercial units within the ground floor of blocks 2, 3 and 4 will require their own dedicated refuse arrangements. As the end users of these blocks are not yet known the waste management arrangement will require approval. This should form part of the conditions of the approval.

It is considered that whilst the waste management arrangements for a development of this scale are complex they have been well considered and are acceptable in principle. The arrangements ensure maximum ease and efficiency for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents recycle and the measures that will be put in place to do this are acceptable.

In line with the recommendations of Environmental Health, further consideration should be given to the final arrangements of the waste management, particularly in respect of the commercial element of the scheme. As such, this should form part of the conditions of the planning approval. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard

Noise and vibration

A noise assessment has been provided to consider the noise insulation requirements for the accommodation. The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise.

It is not considered that noise levels from the construction process would be unduly harmful, provided that the strict operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site, which would have acoustic properties, silencers from equipment along with regular communication with nearby residents. It is recommended that such details are secured by a planning condition.

The proposal is likely to require plant and details are required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The report also considers external noise sources on the proposed accommodation. The main sources of noise would be from the traffic, and other noise, along Dantzic

Street, Angel Street and the railway line. There is also potential noise from the commercial accommodation located within the ground floor of the blocks to impact upon the residential accommodation. It is therefore necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources.

It is anticipated that through the use of mechanical ventilation and appropriate glazing, the necessary noise criteria within the apartment can be met to protect the accommodation from unduly harmful levels of noise. It is recommended that further information is provided in respect of these measures together with a verification/post completion report prior to the first occupation of the residential and commercial accommodation.

It is recommended that the hours of the commercial units are restricted to protect the amenities of the residential accommodation and to reflect the residential character of the area.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Fume extraction

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

Accessibility

All primary entrances to the commercial and residential entrances would be and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. Parking is located at the ground level within the undercroft which can be made available for disabled parking. In addition, the surrounding road network is capable of accommodating accessible car parking spaces which would be agreed by a planning condition for the blocks which have no car parking.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites 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 is clear that this may not be necessary or required 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.

Of relevance to this application this includes:

- 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 (in this case making the scheme unviable).

As noted above, any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The proposal would consist of properties that would be available on a for sale basis. There is no provision within the development for affordable housing. The proposal is a complex scheme there requires significant financial investment in order to construct buildings of this scale. In addition, the high quality façade of the building together with the significant improvements to the public realm and compliance with the City Council space standards raises issues of viability of the overall scheme.

The development agreement with the City Council includes a financial contribution to future management and improvement of Angel Meadow Park and the Ragged School.

Scheme viability is a key strand to the consideration. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered. As such, providing affordable housing in this scheme would make the scheme unviable.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

It should be noted that the applicant has been selected as a development partner in the delivery of the Northern Gateway. As such, going forward, there maybe other opportunities to secure commuted sums for affordable housing, or on site provision, as part of wider development opportunities in the area. This is likely to be considered on a holistic basis with affordable housing being secured through developer agreements with the City Council, as landowner.

On the basis of the above the proposed development complies with Core Strategy policy H8.

Flood Risk/surface drainage

The majority of the application site is located in flood zone 1 'low probability of flooding'. However, the proposed commercial unit in plot 3 is identified to be impacted by the 1 in 1000 year flood event and the external areas in the north western corner of plot 4 are located in flood zone 2 'medium probability of flooding' and would be impacted upon by depths of up to 1.47 metres.

The entire application site is within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

The application has been assessed by the Environment Agency and the Flood Risk Management Team.

In line with the requirements of the flood risk management team, a detailed drainage scheme would be required through a condition along with a management/verification plan. In order to satisfy the requirements of the Environment Agency, the finished floor levels should be set in accordance with the levels outlined with the applicants flood risk assessment together with specific flood proofing measures to the ground floor of plot 3 together with a raised entrance to the underground car park for this plot.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that this floor resilience measures, together with the drainage plan, form part of the conditions of the planning approval.

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

A transport statement notes that the site is accessible to a range of transport modes and is close to a range of amenities and services. The application site is in close proximity to Manchester Victoria station together with many bus and tram stop routes are nearby.

The transport assessment indicates that the modelling of the highway network demonstrates that the proposal would have a minimal impact on the surrounding highway network. Highway Services have recommend that due to the increase in movements in the local area by traffic and pedestrians there should be provision of traffic calming measures and pedestrian crossing facilities together with the improvements to the public realm in the area. These should be secured by planning conditions.

There would be 76 car parking spaces, 10% provision, with plot 4 having 48 spaces and plot 5 18 spaces. Four spaces would be for disabled provision. The

accommodation would be available for sale and owning a car in the city centre is a lifestyle choice rather than a necessity. A car parking strategy would assist residents with their parking needs together with measures such as car club availability etc and this should be secured by a condition.

The proposal originally included 412 cycle spaces (54% per apartment, 31% per bedroom) for residents within secure accommodation at service yard level. The proposal would include electric car charging points across the development. The level of cycle provision has been increased to 72% provision during the course of the application. However, it is considered that this can be increased further and a condition is recommended to secure this.

A travel plan would be prepared and its full implementation should form part of the conditions of the planning approval.

There would be no significant impacts on the capacity of the local highway network although there would be complex servicing requirements for each plot which require some alterations to the highway network which should be secured by planning condition.

Alterations are required to the highway to introduce the enhanced public realm, including stopping up of some areas. Aspin Lane would be pedestrianised with enhancements to Old Mount Street. Traffic Regulation Orders would need to be amended to ensure the highway network remains safe. These measures would all be secured by planning condition.

The development would not have an unduly harmful impact on the local highway network. Travel planning would help take advantage of the sustainable location of the site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Phasing

Due to the scale of the proposal, it is likely that the proposal would be brought forward on a phased basis. In order to understand the order the phases (including which elements of public realm) would be brought forward, including timescales, it is recommended that a phasing condition is included as part of the planning conditions.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies have been used within the development which would enable the buildings to part L (2010).

The overall energy performance of the development is satisfactory and there would be an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

Impact of rail infrastructure

The works to plot 4 are located adjacent to rail infrastructure which include railway arches access off Irk Street and the elevated rail tracks along the route to and from Manchester Victoria Railway Station. The works in this area would see new public realm linking the northern section of Dantzic Street to Gould Street. Whilst there are no works or proposed changes to the uses within the railway arches proposed as part of this development, the creation of this new public realm provides an opportunity for future opening up on the arches to uses which can take advantage of the new infrastructure in this area. Such an approach is welcomed by Network Rail.

It is recommended that the planning permission consists of various conditions which seek to protect the rail infrastructure during the construction phase of the project.

Aerodrome safeguarding

Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria. Due to the scale of the building it may necessary for a tall permit to be obtained. This should form part of the informative of the planning approval.

Ground conditions

Initial site investigation work has revealed that there are some complex ground conditions associated and the site is located over a principal and secondary aquifer and within 60 metres of the River Irk which are considered to be controlled waters.

In addition, the previous land uses have been industrial in nature which increases the likelihood of land contamination being present that may impact on the water environment.

A detailed risk assessment remediation strategy is required together with conditions relating to understanding the methods for piling or other foundation design in order to ensure that there is no unacceptable impact on ground water.

The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This

approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Public opinion

A majority of the concerns have been addressed in the report including close proximity of the development resulting in loss of privacy and light, construction impacts and impacts on the heritage assets.

The application site is a key site within the NOMA development framework. This document has identified the application site as a key component for the ongoing regeneration of the area and seeks to create a cluster of large buildings around this part of the City Centre, particularly to enhance the setting of Angel Meadow. The design is considered to be of high architectural and visual quality and will contribute positively to the Manchester skyline alongside developments such as the Cooperative HQ.

There is limited car parking proposed for the residential element but residents would have access to a wide range of services and public transport. The public realm improvements would improve permeability and connections to the City Centre.

The proposal see significant investment into the public realm together with contributions towards improving Angel meadow and the Ragged school. .

Permitted development

The Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Construction management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close

proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre including contributing to the supply of high quality housing. Active frontages and significant improvements to the public realm would help connect this development to the wider city centre as well as Angel Meadow.

There would be cycle parking provision and well considered servicing improvements. The buildings would be of a high level of sustainability and the high quality materials on the exterior of the building are worthy of a building of landmark status.

The current condition of the development plots has a negative impact on the area in terms of wider townscape quality. There is the clearly capacity for change which could enhance the setting of adjacent heritage assets and wider townscape.

The report has outlined that the proposal would not have any unduly harmful impacts on the setting of any heritage assets and in most instances will have a positive impact on the Manchester skyline.

The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraphs 132 and 134 of the NPPF.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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 proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application as a result of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) Prior to the commencement of development, a detailed phasing plan (including indicative timescales for implementation) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

Reason – The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and the Angel Meadow Development Framework.

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

Drawings

PL1691-GA-P100, PL1691-GA-P101, PL1691-GA-P102, PL1691-GA-P103, PL1691-GA-P104, PL1691-GA-P300, PL1691-GA-P301, 05498_MP_00_1000, 05498_mp_01_1000 Rev A, MP_00_1001 Rev F, MP_00_1200 Rev H, MP_00_1203 Rev G, MP_00_1240 Rev D, B2_02_1199 Rev A, B2_02_1200 Rev E, B2_02_1201 Rev F, B2_02_1202 Rev E, B2_02_1203 Rev F, B2_02_1216 Rev C, B2_02_1217

Rev A, B2_02_1221 Rev B, B2_02_1222 Rev B, B4_02_1198 Rev A, B4_02_1199 Rev E, B4_02_1200 Rev F, B4_02_1201 Rev E, B4_02_1202 Rev E, B4_02_1203 Rev B, B4_02_1209 Rev E, B4_02_1237 Rev B, B4_02_1240 Rev B, B5_02_1200 Rev F, B5_02_1201 Rev F, B5_02_1202 Rev F, B5_02_1203 Rev F, B5_02_1208 Rev F, B5_02_1209 Rev F, B5_02_1210 Rev E, B5_02_1212 Rev E, B2_04_2200 Rev B, B2_04_2201 Rev B, B2_04_2202 Rev B, B2_04_2203 Rev B, B4_04_2200 Rev C, B4_04_2201 Rev C, B4_04_2202 Rev C, B4_04_2203 Rev C, B5_04_2200 Rev F, B5_04_2201 Rev E, B5_04_2202 Rev E, B5_04_2203 Rev E, B2_05_1200 Rev B, B2_05_1201 Rev B, B2_05_1202 Rev A, B4_05_1200 Rev C, B4_05_1201 Rev C, B4_05_1202 Rev C, B5_05_1201 Rev E, B5_05_1202 Rev B, B5_05_1203 Rev B, B2_10_3200 Rev B, B4_10_3200 Rev A, B4_10_3201 Rev A and B5_10_3200 stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017

05498_MP_00_1200 AA PO1, 05498_MP_00_1200 B PO1, 05498_B4_02_1199 ATR PO1, 05498_MP_1200 AB PO1, 05498_MP_00_1200 AB PO1, 05498_MP_00_1200 AC PO1, PL1691_GA_P204 PO1 and 05498_b4_02_1200_REFUSE PO1 stamped as received by the City Council, as Local Planning Authority, on the ? July 2017

Supporting Information

Supporting planning statement prepared by HOW, Tall Building Statement prepared by HOW, Statement of community involvement prepared by Counter Context, Design and access statement prepared by 5Plus, Landscape Design and access statement prepared by Planit, Energy statement prepared by WSP, Environmental standards statement prepared by WSP, TV survey prepared by GTech, Crime Impact Statement prepared by GMP, Ecology report prepared by Phiorum, tree survey prepared by Amenity Trees, Ventilation strategy prepared by WSP and Environmental Statement (including non technical summary) prepared by HOW all stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017.

Supplementary Transport Statement stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017

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

4) A phase of the development shall not commence until details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires

consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

5) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Notwithstanding the Environmental Statement prepared by HOW Planning including the flood risk assessment prepared by WSP/Parsons Brinckerhoff (ref. 70020194 Rev 2 May 2017) stamped as received by the City Council, as Local Planning Authority on the 17 May 2017, (a) A phase of the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Hydraulic calculations of the proposed drainage system for the entire network; and
- Construction details of flor control and SuDs elements

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

(d) Prior to the first occupation of a phase a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) A phase of the development shall not commence until a programme of archaeological works for that phase has been submitted. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- Archaeological evaluation through trial trenching (as set out in the WSI by Orion Heritage dated May 2017)
- Dependent on the above, targeted more detailed area excavation and recording
- Analysis and evaluation of the proposed landscaping scheme to establish impact on the former burial ground

Dependent on the above, a scheme to mitigate for disturbing human remains and graveyard fabric

2. A programme for post investigation assessment to include:

- 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. A scheme for community engagement with the archaeology.

5. A scheme to display and interpret the heritage interest and to publish the results of the archaeological investigations

6. Provision for archive deposition of the report and records of the site investigation.

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

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

8) Notwithstanding the Ground Conditions report plus technical appendices prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017 within the Environmental Statement,

a) A phase of the development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development shall

be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

9) A phase of the development shall not commence until a detailed construction management plan outlining working practices during construction for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Communication strategy with residents;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

A phase shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) A phase of the development shall not commence until a radar mitigation scheme (RMS) including timetable for its implementation during construction), for that phase of the development has been submitted for approval in writing by the City Council, as Local Planning Authority. The RMS shall thereafter be implemented in accordance with the previously agreed timescale.

Reason – in the interest of aviation safety pursuant to policy DM2 of the Manchester Core Strategy (2012).

11) Prior to any above ground works of a phase, a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The programme shall include timings for the submission of 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 in and a strategy for quality control management.

b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the phase.

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.

12) Prior to any above ground works of a phase, details of the boundary treatment shall for that phase be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then implemented as part of the phase and be in place prior to the first occupation of that phase of the development.

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

13) Prior to the first occupation of a phase hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- evidence that there will be no impact on the Ashton Canal from the disposal of water from the development.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Environmental Statement prepared by HOW Planning including the Flood Risk Assessment prepared by WSP/Parsons Brinckerhoff (ref. 70020194 Rev 2 May 2017). For the avoidance of doubt this shall include the following mitigation measures:

- The finished floor levels shall be set in accordance with section 5.1.4 and 5.1.5;
- Flood proofing measures on the ground floor of plot 3; and
- Raised entrance to the underground car park from plot 3.

The development shall be carried out in accordance with this information and prior to the first occupation of a phase, a verification report for that phase shall be submitted

for approval in writing to the City Council, as Local Planning to confirm that the works in that phase have been undertaken in accordance with the previously approved reports.

Reason – To reduced the impact of flooding on the proposed development and its future occupants pursuant to policy EN14 of the Manchester Core Strategy (2012).

15) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017. A post construction review certificate/statement for each phase shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) Notwithstanding drawing PL1691-GA-P100 issue 00 stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017 (a) prior to the first occupation of each phase details of a hard and soft landscaping scheme (including appropriate materials, specifications) for that phase shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

17) Prior to the first occupation of the residential element of each phase, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

18) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

19) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

20) Notwithstanding the noise and vibration report prepared by WSP within the Environmental Statement stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, (a) prior to the first occupation of a phase, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. (b) The approved scheme shall be implemented and prior to the first occupation of a phase and post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) Notwithstanding the noise and vibration report prepared by WSP within the Environmental Statement stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, prior to the first use of each the commercial units as indicated on drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and retained and maintained for as long as the development remains in use.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

22) Notwithstanding the noise and vibration report prepared by WSP within the Environmental Statement stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, (a) prior to the first occupation of the residential accommodation with a phase hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall be implemented and prior to the first occupation of the residential element within a phase and post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter retained and maintained in situ.

Reason: To secure a reduction in noise in order to protect future residents from noise from the surrounding road and rail network pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

23) Notwithstanding the Waste and Servicing strategy within the Design and Access statement prepared by 5Plus stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, prior to the first occupation/use of each phase a scheme for the storage (including segregated waste recycling) and disposal of refuse for the residential and commercial elements within a phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

24) Prior to the first use of each of the commercial units, as indicated on drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

25) Prior to the first use of each commercial unit as indicated drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

26) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

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

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

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

29) The commercial units hereby approved, as indicated on drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, shall not be open outside the following hours:-

Monday to Saturday	08.00hrs - 23.00hrs
Sundays	09.00hrs - 23.00hrs

There shall be no amplified sound or any amplified music at any time within the units.

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.

30) The commercial units as shown on drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

31) The commercial units, as indicated on drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, can be occupied as A1, A2, A3 or A4 and D1 (excluding a place of worship). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

32) In the event that any of the commercial units, as indicated on drawing MP_00_1200 Rev H stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017 are occupied as an A3 or A4 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
- Dispersal policy;
- Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

33) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential element of the building shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

34) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017. The development shall only be carried out in accordance with these approved details. Prior to the occupation of each phase the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

35) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of each phase, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the residential element within each phase details of the cycle provision for that phase, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details for that phase shall then be implemented prior to the first occupation of the residential element within that phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first occupation of the residential element within each phase of the development hereby approved, details of disabled car parking provision for that phase shall be submitted for approval in writing. The approved details shall then be implemented prior to the first occupation of the residential element within each phase and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for disabled occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the residential element of each phase the car parking layout as indicated on drawing B4_02_1198 Rev A, B4_02_1199 Rev E and B5_02_1200 Rev F stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

39) Prior to the first occupation of the residential element of each phase hereby approved, details of an off site car parking strategy for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy shall include the off-site car parking provision, off site disabled car parking provision and measures to encourage the use of car club usage for that phase. The approved strategy shall be implemented prior to the first occupation of the residential element

of each phase (including any necessary highway improvements) and remain in use for as long as the development is occupation.

Reason - To mitigate against the lack of on site car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first occupation of each phase, a detailed waste and servicing strategy for each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of the type and sizes of refuse and servicing vehicles that will require access to the site including any associated management and operational requirements. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the each phase and thereafter retained and maintained in operation.

Reason – To ensure appropriate refuse and servicing management arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

41) Prior to the first occupation of plot 4, details of the ramp gradient to the car park shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

Reason – In the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

42) Prior to the first occupation of the residential element of each phase a scheme of highway works and details of footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in accordance with the Supplementary Transport Statement prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017.

For the avoidance of doubt this shall include the following:

- Junction improvement works at Dantzig Street/Angel Street;
- Improvements to the public realm;
- Creation of laybys for each phase;
- Amendment/implementation of various Traffic Regulation Orders (TROs) (including car club bays, extension to 20 mph zone, new one way order on Aspin Lane and double yellow lines to Irk Street, Gould Street, Dantzig Street and Naples Street);
- Creation of new vehicular access points for each phase (including dropped kerbs and tactile paving);
- Footway improvement and reinstatement works;
- Improvements and carriageway resurfacing (including associated traffic calming measures to Old Mount Street, Little Nelson Street and Dantzig Street

- Improvements to the public realm including details of materials (including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

The approved scheme for each phase shall be implemented and be in place prior to the first occupation of the residential element of each phase and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

43) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, within one month of the practical completion of each phase, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

44) (a) Prior to the commencement of each phase, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations elements of the that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of each phase details of the results of the scheme for that phase shall be submitted for consideration.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

45) Prior to the first occupation of the residential element of the development within each phase, details of electric car charging points within the development for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details for that phase shall then be implemented

and be in place prior to the first occupation of the residential element of the development.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

46) Prior to the first occupation of each phase, details of bird and bat boxes to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority in that phase. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

Informatives

- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail's Asset Protection prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could over-sail onto Network Rail air-space and potentially impact any over-head lines, or drop materials accidentally onto the existing infrastructure. Crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.
- Network Rail will need to review and agree all excavation and earthworks to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:
 - Alterations to ground levels

- De-watering works
- Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail.

Alterations in loading within proximity of the railway boundary must be agreed with Network Rail.

- Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
 - Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
 - Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
 - Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
 - Suitable foul drainage must be provided separate from Network Rail's existing drainage.
 - Drainage works could also impact upon culverts on developers land.

Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

- To note are:
 - The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
 - Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
 - Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.
 - Network Rail may need to conduct emergency works on the existing operational railway line and equipment which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
 - Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for project or emergency works.
 - The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may

be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.

- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
 - Any assessments required as a part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
 - Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
 - Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.
- The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken in proximity of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:
- As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWNorth@networkrail.co.uk

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: 116366/FO/2017 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)
MCC Flood Risk Management
Parks, Leisure & Events
Strategic Development Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Twentieth Century Society
Council For British Archaeology
Georgian Group
Victorian Society
Greater Manchester Ecology Unit
Network Rail
National Planning Casework Unit
Friends Of Angel Meadow
Ancient Monuments Society
Society For The Protection Of Ancient Buildings

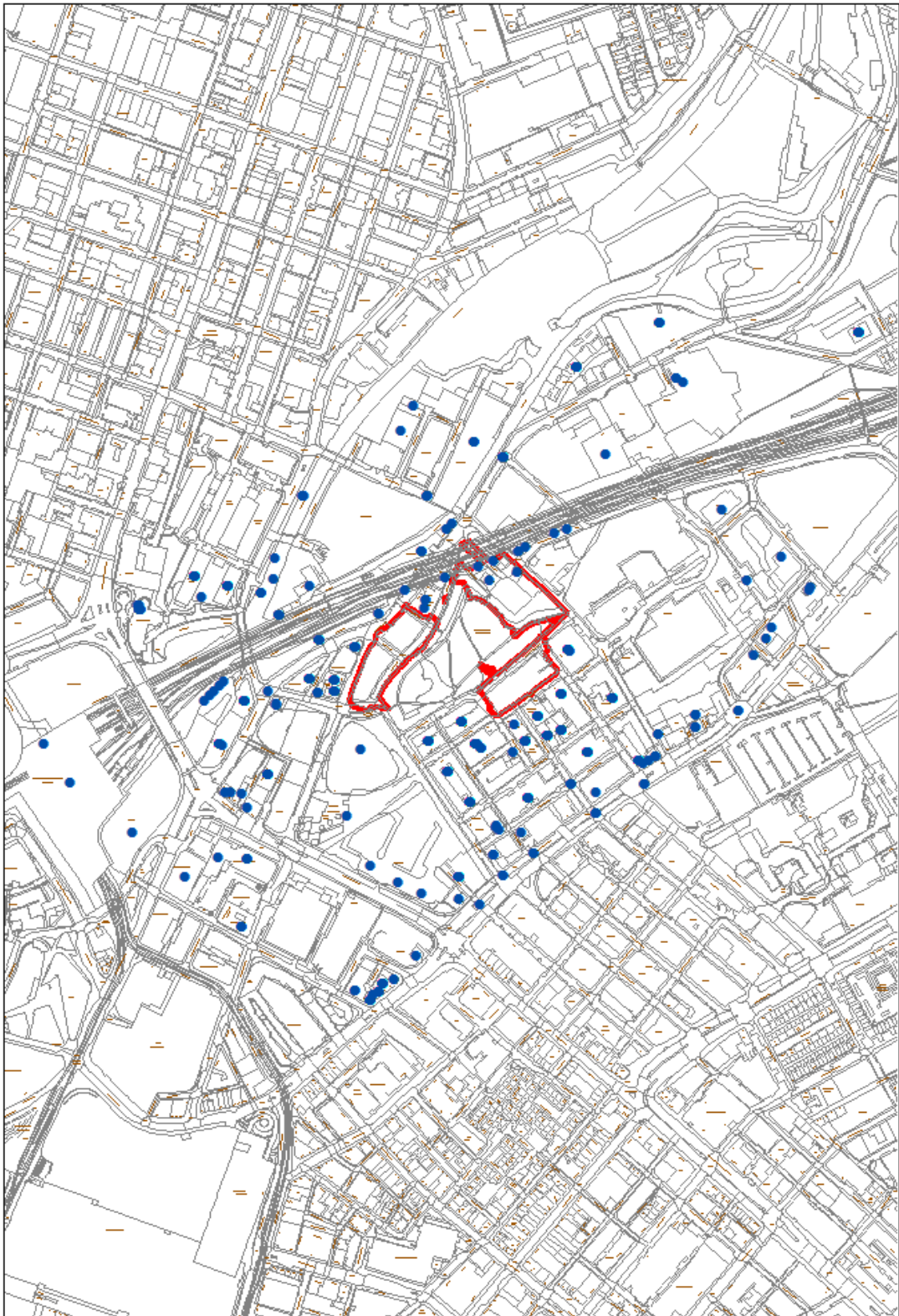
A map showing the neighbours notified of the application is attached at the end of the report.


Representations were received from the following third parties:

Flat 13 tobacco factory, Manchester, M44dh
109 Citadel, 15 Ludgate Hill, Manchester, M4 4AP
Flat 1 Ophthalmic Works, 2 Naples Street, Manchester, M4 4DB
514 Skyline Chambers, 5 Ludgate Hill, Manchester, M4 4TJ
19 Melrose Court, Manchester Rd, Bolton, BL4 8EF
Flat 12 Tobacco Factory Phase 3, 2A Naples Street, Manchester, M4 4DH
3 Oughtrington Crescent, Lymm, Cheshire, WA13 9JD
30 Darley Road, Manchester, M16 0DQ
Flat 30, Tobacco Factory, Phase 3, 2a Naples Street, Manchester, M4 4DH
1st Floor 27 Houldsworth St, Manchester, M1 1EB
21 Caldwell Ave, Astley, Manchester, M29 7EA
29 Gerrard Street, Salford, M6 6PY
95, Warrington, Wa51uj
219 bond street, macclesfield, sk116rg
14 Firwood Ave, Urmston, Manchester, M41 9PJ
13 Grosvenor Rd, whalley Range, Manchester, M16 8JP
24 Ballater Walk, Cheetham Hill, Manchester, M8 9ES

2 Grosvenor Rd, Sale, M33 6NJ
Flat 1, 77 Brighton Road, Purley, CR8 4HD
Flat 21 Ophthalmic Works, Naples Street, Manchester, M4 4DB
Apt 1003 Emmeline, Dalton St, Manchester, M40 7EB
69 Parkers Apartments, 115 Corporation Street, Manchester, M4 4HB
HBS, University of Manchester, M13 9PL
Flat 23 Tobacco Factory Phase 3, 2a Naples St, Manchester, M4 4DH
30 birch polygon, Rusholme, Manchester, M145hx
3 Oughtrington Crescent, Lymm, WA13 9JD
Flat 22, The Tobacco Factory Phase 3, 2, Naples Street, Manchester, M4 4DH
95, Warrington, Wa51uj
Flat 21, Tobacco Factory Phase 3, Manchester, M4 4DH
Flat 28 Tobacco factory, 30 Ludgate Hill, Manchester, m4 4tf
24 Tobacco Factory 1, Ludgate Hill, Manchester, M4 4TF
25 Roberts Street, Eccles, M30 0FX
Flat 11 Jubilee Court, Seymour Grove, Manchester, M16 0LQ
Flat 1,, 1 Palatine Road, Manchester, M20 3LH
Flat 16,Phase 3 The Tobacco Factory 2A, Naples St, Manchester, M4 4DH
Flat 16, tobacco factory phase 3, 2a Naples st, Manchester, M4 4dh
33 Holmfield Avenue, Manchester, M9 4LG
30 Phase 3 Tobacco Factory, 2a Naples street, Manchester, M4 4DH
101 dudley road, Manchester, M16 8bw
Flat 2 Tobacco Factory Phase 1, 30 Ludgate Hill, Manchester, M4 4TF
Flat 21 Ophthalmic Works, Naples Street, Manchester, M4 4DB
9 Littler Ave, Manchester, M21 7WA
22 Strawberry Close, Warrington, WA3 7NT

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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