

Application Number	Date of Appln	Committee Date	Ward
114860/FO/2016	5 Jan 2017	19 Oct 2017	Cheetham Ward

Proposal Erection of a part 6, part 10, part 15, part 24 storey building to form 415 residential apartments (Use Class C3a) together with commercial floor space (268 sqm) (Use Classes A1, A2, A3, A4, B1 and/or D2) with associated car parking, public realm, hard and soft landscaping, access from Dantzic Street and other associated works following demolition of existing buildings

Location Land To The South Of Dantzic Street, Manchester

Applicant Leftfield Investment Holdings Limited, C/o Agent,

Agent Mr David Tye, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ,

Description

The application site is approximately 0.80 hectares and currently comprises industrial buildings and associated curtilage. The current businesses which occupy the site are a signage company, who manufacture signs, and a waste processing site which utilises a yard area to the rear. The existing buildings on the site are relatively modest in size and are poor quality in nature.

The site forms part of the Lower Irk Valley area which currently is industrial in nature. There are also a number of large vacant plots together with some sites benefiting from residential planning permissions as part of the ongoing regeneration of this area and extending the city centre. Indeed, several development frameworks explain the vision for this area which seeks to provide a significant number of residential developments in order to increase the supply of new homes in this part of the city.

Dantzic Street bounds the site to the north, Ryan waste management and soil storage facility to the east, the railway viaduct to the south and a partial commenced development site known as 'Angelgate' to the west. Immediately to the north of the application site is a travellers site and waste yard accessed from Warford Street. The river Irk is located further northwards.

Dantzic Street is a major road connecting the application site to the city centre. The road is a busy through route and attracts a large amount of commuter car parking. The wider area benefits from some valuable green spaces such as Angel Meadows attractive green space which has historical significance. The railway viaduct arches contain a number of small businesses.

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.

The proposal

The development proposes the construction of a residential building comprising 415 residential units and 268 sq m of commercial floor space. There would be a variety of residential accommodation with over 69% being two or more bedrooms which would ensure that the accommodation is available to families and young professionals wishing to share. The remaining 31% would be one bedroom and would be large enough for 2 people.

The schedule of accommodation is as follows:

- 1 bedroom apartments – 130 (31.3%);
- 2 bedroom apartments – 262 (63.1%); and
- 3 bedroom apartments – 23 (5.5%).

The proposed building will be created around a central communal courtyard. In terms of scale, the lowest part of the building will be 5 storeys in height along Dantzic Street (northern elevation). The scale of the building then rises to 15 storey on its eastern side. At the rear of the site, along the railway, the scale of the building reduces to 9 storeys before rising again to 24 storeys on the western side of the courtyard.

A key aspect of this proposal is the significant area of landscaping public realm which would be created along the western boundary of the application site which will provide a high quality north south link through the application site. The proposal will see the creation of a public plaza at street level which will lead to a new terraced public realm using the existing topography of the site. This will provide improvements to the connections for pedestrians and cyclists between Dantzic Street and the existing railway viaduct. The public realm will be fully accessible and will contribute to the creation of a high quality setting to the building. Street trees will also be formed along Dantzic Street.

Active frontages along Dantzic Street will be created by the additional of a commercial unit and gym for the residents together with lobby area providing the principle entrance for residents into the building.

Vehicular access, waste management arrangements and servicing would be from 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, car clubs and electric charging.

All refuse collection would be from a layby created on Dantzic Street. Waste will be transferred to the lay by on collection days.

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement;
- Crime Impact Statement;
- Statement of Community Involvement;
- Planning Statement – Paul Butler Associates;
- Environmental Standards Statement;
- Transport Assessment and Framework Travel Plan;
- Flood Risk Assessment and Drainage Strategy;
- Ecological Report;
- Arboricultural Survey;
- Acoustic and Vibration Reporting;
- Ground Contamination Survey;
- TV Reception Survey; and
- Waste Management Strategy.

In addition, an Environmental Statement has been submitted with the application which includes consideration of the following matters – Townscape, Wind Environment and amenity.

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.

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

- The consultation of this scheme has been poor given its overall size;
- Given the high density nature of this scheme there is no provision for schools and medical facilities;
- There is no community infrastructure levy or s106 for landscaping in this area including better lighting, street bins. How will the vision for the Irk Valley be realised without developer contributions;
- It is unclear whether this development will ever be delivered. Previous developments in the area have failed. Viability and deliverability are key components;
- The area has experienced significant flooding and have been the river Irk breach along Collyhurst Road together with flooding within builds close to the Green Quarter;
- Neighbourhood management in the area is poor with regards to cleaning and policing therefore there is concern with regards to more people coming into this part of the City;
- There is currently no public transport along Collyhurst Road and the parking situation will make the whole area dangerous and inaccessible especially to emergency vehicles;
- On-site parking is also a major contributor to crime across this area of the City;

- The proposal is another dull anodyne block of micro apartments next to a mainline railway line, a landfill reclamation yard, a river prone to flooding, a rat run, travellers camp and stalled developments;
- This development will exploit land values in this part of the City;
- The proposed development will be built too close block A of the Angelgate development. The short distance between the two blocks is unacceptable for both developments in terms of privacy and daylight;
- The 24 storey building should be set back from the site boundary or at least the alignments angle of the building adjusted so as to avoid the corner of it from being titled towards Angelgate. Alternatively the block heights could be altered;
- The scale of the 24 block is too high next to the 14 storey of Angelgate.

An objection has been received from Marble Beers who own the Marble Arch Public House on Rochdale Road. They have a brewery at 41 Williamson Street. The brewery do not object to redevelopment of the area but have specific concerns with issues that could arise during the construction and operation of this development. There concerns are as follows:

- There will be impact on the operations of the public house and the brewery at Williamson Street. A residential development close to the pub and brewery could result in complaints against the business with regards to noise and smells;
- There could be detrimental impacts from the ground works upon the structural integrity of the public house. The heavy flow of traffic, lorries could shake the building;
- There is evidence of damage to buildings on the corner of Gould Street/Rochdale Road as a result of the development;
- The capacity of the highway network including Gould Street to cope with the volume and weight of the traffic;
- Concerns that deliveries to both the Marble Public House and the brewery will be effected during the construction when the building are complete. This will put pressure on the business.

A representation has been received from the board chair for Emmeline Management who is the leaseholder management company for the residents/owners of the Emmeline apartments of Dalton Street which represents the view of the 62 owners of the apartments in this development. The comments can be summarised as follows:

- The public consultation undertaken by the applicant appears to be inadequate with regards to consultation with surrounding local residents;
- There is obvious support for development in this area and this development clearly has positive qualities, however, there are a number of shortcomings;
- The height of the development is excessive given its proximity to the Emmeline apartments. The 6, 10 and 15 storey elements are acceptable. However, the 24 storey element is too close to the 12 storeys of the Emmeline apartments;
- The tower element will affect the sunlight and will be out of character with the Irk Valley. It will also set a precedent for other developments in the area;

- The submission makes no reference to delivering a zero carbon development. There is no provision to reduce water usage and no provision for electric charging and no provision for renewable energy.

A representation has been received which neither supports or objects to the proposal but has raised the following comments:

- Happy to see some form of development in the area;
- The construction work should be done in reasonable hours.

Councillor Julie Connolly (Cheetham Ward Member) – Currently this area is used for parking 24/7 by people who work and use the city. There should be assurances that there is enough parking provision within this scheme as to prevent more cars being left on the surrounding streets and attracting crime.

Neighbourhood Services – Support is given to this application in principle. The size of the development meets the vision for this area in relation to the Lower Irk Valley Framework. Consideration should be given to the number of one bedroom units.

There are significant parking issues in this location as commuters use this area for parking. This also requires consideration.

Highway Services – The transport information submitted with this application has been assessed. The existing use generates a maximum of 13 and 15 two way vehicle movements during the morning and evening peak hours respectively. It is indicated that the proposed development will generate a maximum of 47 and 54 two way vehicle movements during the morning and evening peak hours respectively and through junction modelling 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 proposed development will provide 152 car parking spaces (37%) of which 8 will be designated for disabled use. There will be 4 electric car charging points. It is accepted that the sites proposed car parking provision is in accordance with the Councils residential design guide.

Further consideration should be given to increasing the number of electric car charging points together with clarifying visitor parking provision. During the course of the application the applicant has increase the provision from 4 to 15 which is acceptable in principle.

The swept path details provided show that car park access/egress appears acceptable in principle.

Further information is required in respect of car park gradients.

Given the expected uplift in footfall as a result of the development, it is likely that on street parking restrictions, which currently apply to Dantzig Street, Bromley Street and Willamson Street are not fit for purpose. It is recommended that these are amended/reviewed in order to improve highway safety and existing pedestrian/cycle links.

A car club bay should be provided on street.

The transport statement indicates that the proposed vehicular entry/exit point into the site is via the existing Dulwich Street/Dantzig Street priority junction. However, the submitted plans illustrate that vehicular access to the site is via an existing gated access situated west of Dulwich Street. It is recommended that the applicant clarifies the proposed access/egress arrangement at the site. This matter has been clarified and confirmed that there is no access west of Dulwich Street.

The existing junction mouth and road surface surrounding the new vehicular access area is of poor quality and it is understood will be improved as part of the proposed public realm works. The applicant has agreed in principle to such works and these should be secured by planning condition.

Further information is required regarding the car park barrier controlled entry/exit system. In addition, it is recommended that all existing and new vehicular accesses/egresses, include buff tactile paving and dropped kerbs. This has been clarified to the satisfaction of Highway Services.

There should be improvements to the pedestrian and cycle links into and out of the city. This should include footway resurfacing which is in a poor condition together with reinstatement of redundant vehicular accesses to footway and on street cycle improvements.

There should also be new giveaway markings at the junction of Gould Street, Aspin Lane and Dantzig Street due to safety issues. This should include build outs where required. There should also be traffic calming on Dantzig Street to reduce vehicle speeds in the locality of the site.

In summary the following off site highway improvement works should be undertaken:

- Junction improvement works (Gould Street, Aspin Lane and Dantzig Street);
- Traffic calming;
- Review/amend TROs (including provision of car club bay);
- New vehicular access into the site;
- Footway improvement and reinstatement works;
- Improved public realm;
- Cycle link improvements.

It is unclear how access to the site will be managed for ad-hoc resident deliveries/house move events and short term resident drop off pick up. The applicant has amended the plans to show a drop off bay which is acceptable to Highway Services.

In terms of cycle provision, 304 cycle spaces will be provided (73%). The applicant has amended the proposal to increase the provision of cycle to 415 (100%). This is acceptable in principle.

A travel plan should be applied as a condition of the planning approval.

In terms of servicing requirements, it is unclear where the sites vehicular access will be taken from. It appears that refuse vehicles will be required to enter the access road in a forward gear and then reverse for a considerable distance back onto Dantzic Street. This proposed arrangement is not acceptable. It is recommended that the applicant provides a turning head for the largest vehicle type requiring access to the site to accommodate access/egress in a forward gear. The proposal has been amended that the bins will be taken to Dantzic Street on collection day. This arrangement is acceptable to Highway Services.

A construction management plan will be required to be agreed to ensure that a no unacceptable impact on the highway network during the construction works.

Transport for Greater Manchester (TfGM) – The transport statement has been reviewed and the development would generate modest levels of traffic and would have no detrimental impact on the local highway network. There are also no concerns with regards to the impact on the Metrolink. The parking restriction in the area need to be reviewed to assist in improving the quality of the public realm.

In order to maximise the benefits of the site sustainable location, it should be ensured that the pedestrian and cycling environment within and around the site is designed to be as safe, attractive and convenient as possible. There will be improved public realm as part of the development. This should include redundant access points reinstated, renewal of footway and provision of tactile paving either side of the car parking access. The renewal of the public realm is supported including proposed commercial uses on the ground floor, providing attractive street frontages with natural surveillance. The provision of 304 secure cycle parking is welcomed and the cycle storey is located in a central, convenient and accessible location. Consideration should also be given to future proofing the development in this regard.

There should also be the implementation and monitoring of a full travel plan for the development.

Environmental Health – The ground conditions report submitted with this application has been assessed. Further details are required which include site investigations and risk assessment together with a remediation strategy. After completion of the works a verification report shall be submitted.

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 arrangements for the residential element of this scheme are acceptable. Once the end user for the commercial element is known these details will need to be agreed.

Provision is made within the scheme for electric car charging points.

Neighbourhood Services (Trees) – No objection to the proposal other than clarification with regards to any street planting along the highway.

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

Greater Manchester Archaeology Advisory Unit (GMAAS) – A desk based archaeology report has been submitted with this planning application. The report recognises that there was residential and a variety of industrial activity in the area from the 19th Century. Of particular interest is the presence of a former glassworks which subsequently became part of a bolt and nut works in the late 19th Century. The report recommends that the archaeological potential of the site be investigated through a conditioned programme of targeted evaluation trenching followed, where appropriate, by an open area excavations.

Initial investigation work has revealed the presence of significant below ground remains relating to the glass works. The evaluation trenches appear to have exposed part of the annealing shop where blown glass vessels would have been passed through a heated chamber to control and slow the rate of cooling. This would have been important in preventing the glass vessels from developing stress cracks or shattering. GMAAS has therefore requested an open area excavation to expose and investigate the wider remains of the glassworks.

A condition should therefore be attached to any planning permission that the archaeological work be undertaken prior to the commencement of any development ground works.

Greater Manchester Ecology Unit - No objections on ecology grounds.

Environment Agency – There are no objections to the proposal. The site is situated in a sensitive location with respect to controlled waters. The drift geology is comprised of Til (secondary undifferentiated) and the solid geology comprises Chester Pebble Beds (a principal aquifer). The river Irk is approximately 40 metres northwest of the site. A historic watercourse was identified running through the site which may have been culverted, diverted or infilled.

Based on the provided information historic potential sources of contamination have been identified at the site including a waste transfer station, asphalt works, rubber works and a bolt works/foundry. Fuel storage and chemicals were present on the site. Off-site sources of contamination identified include a gasometers adjacent to the norther site boundary, gas works to the south of the site, a dye chemical works to the west and railway land.

Off-site potential sources of contamination have also been identified. These activities are potential sources of contamination to controlled waters.

Soil and groundwater sampling and analysis for the contaminants of concern associated with historic site use and off site sources should be undertaken for the site. In the absence of any encountered ground water during the site investigation or at the installed boreholes from the site investigation, leachability analysis should be undertaken.

As such, the following planning conditions should be imposed on the any planning permission:

- Details of piling or any other foundation design using penetrative methods shall not be permitted unless it has been demonstrated that there is no resultant unacceptable risk to groundwater;
- Details of the disposal of foul and surface water;
- Details of a remediation strategy;
- A verification report demonstrated that works have been completed in the remediation strategy.

Network Rail – It is unclear if the walkways as part of the plan or seen as a future opportunity to improve the area as the walkways appear to join up with other development sites in this area. If this is part of the proposal then Network Rail will need to further understand the liabilities with regard to this access. Network Rail will need to retain access, ideally 5 metres from the viaduct face, for inspection and maintenance.

Network Rail need to be reassured that the reconfiguration of the proposed scheme should seek to ensure that the ability of Network Rail to refurbish, service and access the arches and land situated at Bromley Street/Back Bromley Street as a minimum.

The design and configuration of any potential development scheme will not encroach on Network Rail land and will not fetter the ability of the arches to be refurbished in the future for commercial use to include access, servicing and car parking.

With regards to the Northern Hub/Electrification project are electrifying the railway over this viaduct, the proposal may involve structures dropping on the ground or structures fixed to the outside of the viaduct at this location.

This is some concern that there will be an increase in vehicular traffic using the existing bridge opening on Bromley Street for access and egress to the development with potential for substantial structural damage.

Consideration should be given to the potential stopping up vehicular traffic of the section of Bromley Street passing beneath the operational railway or the provision of substantial improvements to mitigate against increased damage to the structure caused by road vehicles.

Bromley Street will be adopted once the development is complete. Due to the bridge strike being a regular occurrence with Bromley Street underbridge and the

anticipated increase in traffic resulting from the development, Network Rail would request that the applicant add a collision beam to the north side of the viaduct. It is also requested that provision for access through Bromley Street could remain open to two way traffic in the direction north to south. Bromley Street North of the structure could remain as open to two way traffic as it is only the portion under the bridge that would be applicable to the one way restriction.

There are alternatives to accessing via Bromley Street so the one way restriction should not cause an inconvenience. This should form part of the conditions of the planning approval.

Approximately half the rear site boundary adjoins Network Rail's strip of land at Back Bromley Street. Given the plans to create linkages towards NOMA, and in the interest of comprehensive development, there is an opportunity to use one of the arches for this purpose which would increase footfall down Bromley Street and assist with the future redevelopment of neighbouring arches. Such linkages should be secured.

As the proposal includes works which may impact the existing operational railway, there needs to be an agreement between the applicant and Network Rail's asset protection team.

Design for Security at Greater Manchester Police – The proposal should be designed and constructed in accordance with the recommendations within the Crime Impact Statement.

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.

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.

The document provides a spatial planning context for future redevelopments proposals by setting a strategic narrative for wider place making activity.

The application site lies within Character Area 2 of the Neighbourhood Development Framework which along with adjacent Character Area 1 are viewed as having a close

physical relationship with the City Centre and are thereby identified as suitable to accommodate higher density development.

Within Character Area 2 ground floor uses will be encouraged to combine with the new residential properties to create a sense of place. The framework content suggests a high quality apartment-led scheme with commercial units fronting Dantzic Street can offer significant and immediate benefits to the Council's spatial regeneration plan for this part of the Lower Irk Valley. The good accessibility of the site to public transport also promotes the principle of higher density development in this location and developers are encouraged by the Framework to consider opportunities for the inclusion of undercroft parking solutions.

The document also states that developments should work with the topography of the Lower Irk Valley and stepping down towards the River Irk. The documents goes on to state that active frontages to Dantzic Street and Collyhurst Road should be of human scale with taller buildings being located to the south of the character area and provide separation to the existing railway line.

The Framework envisages that new development proposals will include high quality private space for residents. In terms of public realm and landscaping, development proposals are encouraged to acknowledge and celebrate the river corridor location and valley experience by contributing towards a series of interconnected public spaces and routes which will connect the valley to neighbouring areas including through to the Rochdale Road and the New Cross area beyond.

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 on 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;;
- Wind; and
- Amenity.

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.80 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 what is currently visually a poor quality site with a high quality built form with enhancements through new public realm which will provide new linkages. The new homes and commercial activities would bring significant new footfall and activity and complement NOMA and nearby residential neighbourhoods.

It is noted that existing employment uses would be lost from the site. However, the application site is considered to be a development site as outlined within the Lower Irk Valley Development Framework. Whilst policy EC2 of the Core Strategy seeks to retain existing employment uses where a use is compatible with surrounding uses or, where a proposal is able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use, alternative uses will be supported. As the application site is located in an area where residential uses are supported (with the Lower Irk Valley Development Framework) it is considered that the loss of the employment is acceptable in this instance as the creation of a residential development at this site will support other Council objectives.

The 415 new homes would provide one, two and three-bed apartments 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.

The proposals would deliver key objectives set out in the 2016 Framework including providing the enhancements to the public realm and improved linkages together with active ground floor uses to Dantzig Street. The proposal would provide an opportunity to secure funding for future infrastructure works within the Lower Irk Valley.

The development would deliver significant economic and social benefits including the creation of construction jobs and employment associated with the operations of the buildings and the commercial units. 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 the creation of a part 6, part 10, part 15, part 24 storey building. The application site also forms part of an area of the City where there is expected to be significant change in the townscape through the creation of a new dense residential neighbourhood.

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 CABI. Historic England's Advice Note 4, 2015 updated the CABI 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 34 viewpoints were assessed. These are as follows:

- View point 1 – View looking east towards the Application Site from Dantzic Street
- View point 2 – View looking east towards the Application Site from Dantzic Street
- View point 3 – View looking south-west towards the Application Site from Dantzic Street
- View point 4 – View looking north-west towards the Application Site from the railway arch accessed from Bromley Street to the rear of the Site;
- View point 5 View looking west towards the Application Site from Dantzic Street
- View point 6 – View looking west towards the Application Site from Dalton Street
- View point 7 – View looking west towards the Application Site from Dalton Street
- View point 8 – View looking west towards the Application Site from the corner of Bromley Street and Peary Street;
- View point 9 – View looking west towards the Application Site from the Metrolink railway viaduct
- View point 10 – View looking north towards the Application Site from Angel Meadow Park
- View point 11 – View looking north-east towards the Application Site from Roger Street
- View point 12 – View looking north-east towards the Application Site from Roger Street
- View point 13 – View looking south-east towards the Application Site from the corner of St Chad's Street and Stanley Street
- View point 14 – View looking south-east towards the Application Site from the corner of St Chad's Street;
- View point 15 – View looking south-east towards the Application Site from Red Bank.
- View point 16 – View looking south towards the Application Site from footpath FFP 108
- View point 17 - View looking south-west towards the Application Site from footpath FFP 108 where it crosses the River Irk
- View point 18 - View looking south-west towards the Application Site from Collyhurst Road
- View point 19 - View looking west towards the Application Site from the A664 Rochdale Road;
- View point 20 - View looking north-west towards the Application Site from Livesey Street.
- View point 21 - View looking north-west towards the Application Site from Peary Street
- View point 22 - View looking north towards the Application Site from the corner of Gould Street and Simeon Street
- View point 23 - View looking north towards the Application Site from the corner of Napier Street and Sharp Street
- View point 24 - View looking north-east towards the Application Site from Angel Meadow Park
- View point 25 - View looking north-east towards the Application Site from the junction of Dantzic Street and the A664 Angel Street

- View point 26 - View looking south-east towards the Application Site from the A665 Cheetham Hill Road
- View point 27 - View looking south-west towards the Application Site from an informal footpath crossing Sand Street Public Open Space
- View point 28 - View looking south-west towards the Application Site from an area of informal open space adjacent to Bothwell Road.
- View point 29 - View looking north-west towards the Application Site from the A62 Oldham Road.
- View point 30 - View looking north-west towards the Application Site from the junction of the A62 Oldham Road and Thompson Street
- View point 31 - View looking north-east towards the Application Site from the junction of the A665 Swan Street and the A664 Rochdale Road.
- View point 32 - View looking north-east towards the Application Site from Hanover Street.
- View point 33 - View looking north-east towards the Application Site from Long Millgate adjacent to Manchester Victoria Railway Station.
- View point 34 - View looking north-east towards the Application Site from an informal footpath adjacent to the A665 Cheetham Hill Road

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.

There is no doubt the proposed development will have a significant impact on the local area particularly given the current conditions of the application site which contain a modest rise series of buildings which are low quality in appearance. Policy EN2 requires that tall builds are of the highest quality and therefore whilst this building will be highly visible from a number of key vantage points, in most cases the impact will be negligible or beneficial to the City townscape and visual amenity of the surrounding area.

The quality of the architecture and choice of materials will ensure that this building is distinctive and will therefore have a transformative effect on the area. The location of the tallest element at 24 will provide a striking landmark addition to the area and add to the variety of building heights and scales in the area. The variation in the building heights provides for a change in the massing and provides interesting views of the building depending on the vantage point.

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.

Deliverability

A key component of allowing tall buildings, as required by policy EN2, is that they must be deliverable. It is noted that there is a stalled development on the adjacent site. This issues has been discussed at length with the applicant and has informed discussions around the applicant's viability assessment.

In order to ensure that the development is delivered, and the applicant commences development, the applicant has agreed to accept a 1 year planning permission within which works must commence. It is therefore recommended that this forms part of the conditions of the planning approval.

External appearance and visual amenity

The massing of the building responds to the topography of the Irk Valley, and the guidance contained within the development framework, by stepping the scale of the building from 24 storeys at the railway line to 6 storeys along Dantzic Street. The 24 storey block is orientated to align with the route under the railway bridge which helps define the pedestrian linkage and new public realm across the site.

The form of the building and outlook from the apartments is designed to limit the amount of the façade fronting the railway line. However, natural surveillance is provided to the connection to the north side of the railway bridge.

The 6 storey element appropriately addresses Dantzic Street in terms of defining the street edge and providing an active frontage through the creation of the commercial unit and gym.

The variety of heights created by the development will provide a distinctive development particularly when viewed from various townscape vantage points. The buildings heights also help respond positively to the topography of the site.

The scale of the building will create a monolithic form which is articulated with punched openings that both define its proportions and allow a historically reference to be made to the industrial nature that once dominated this part of the city centre.

As a result, the building has a strong character which is further enhanced through its brick façade. Different facades of the building will be treated with a different brick finish. The north facing elevations will have a darker tone with blue engineering bricks which corresponds with bricks that are in the viaduct. The texture of the bricks on this façade are smooth with a semi-matt finish as this elevation is predominately north west facing, they will provide a uniform flush face to contrast with the other two facades on the north east and south.

The south facing façade will be a combination of red and blue bricks. There will be two bricks in this façade, an expressed and a recessed, and will be arranged in a 'ribbed' effect. The expressed brick is a smooth engobe finish on a warm toned brick with the recessed brick being a dragfaced engobe finish in a cool, dark tone to contrast with the expressed brick which will enhance the overall appearance of depth on the elevations.

The east façade of the building will be a combination of red and blue bricks and will be recessed and expressed being arranged in a 'hit and miss fashion. The expressed brick will be smooth engobed finish with a warm toned brick. The recessed brick is a dragfaced engobed finish in a warm, rich tone to enhance the expressed brick.

Overall the design is considered to be high quality with each of the building offering an individual and distinctive architectural response. The scale of the building and use of a simple but affective palette of material provides for a distinctive and high quality 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 limited tree and vegetation coverage at the application site. There is one individual tree, one group of trees off site together with a hedge and an area of shrubs. Both the individual tree and the group tree are considered to be category C trees i.e. trees of low quality. Together with the hedge and shrubs, the existing vegetation at the application site is considered to contribute very little to the character and appearance of the area.

All of the vegetation will be removed on site will be removed to facilitate the development proposals. The off-site group of tree will be retained and cut back to the site boundary.

Neighbourhood Services have raised no objections to the loss of the existing vegetation at the application site.

In line with the requirements of policy EN9 of the Core Strategy, there will be suitable mitigation and enhancements as part of the proposed development which will suitably mitigate against the loss of the existing green infrastructure at the application site.

Street trees together with soft landscaping within the communal courtyard and public realm areas will see the provision of high quality landscaping created at the application site. This will not only add positively to the visual amenity and character of the area but also improve biodiversity in this location.

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

A comprehensive landscaping and public realm proposal will be provided at the application site which will not only provide a high quality setting to the building but also improve linkages across the site.

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

Public Realm:

- Create a new public realm plaza at street level at the arrival point to the site;
- Create a new pedestrian/cycle connection between Dantzic Street and the existing railway viaduct/Bromley Street;
- New terraced public realm utilising the existing site topography and capitalising on views across the river valley;
- Enhance the existing streetscape along Dantzic Street.

Podium Courtyard:

- Create a legible, attractive environment for residents;
- Create series of 'outdoor rooms' with variety of uses within the linear communal courtyard;
- Provide areas for socialising, BBQ's and external dining, growing areas, informal play & games, as well as more secluded spaces;
- Provide a buffer to podium level apartments;
- Provide external private space for ground level apartments.

These works would enhance the setting of the proposed building and create stronger connections between Dantzic Street and the railway viaduct – a key requirement of the Lower Irk Valley development framework. A high quality palette of materials will be used to create an inviting and safe space for the occupants of the development and the public. Seating will be create along with other hard and soft landscaping features. The landscaping scheme has had to respond to the topography of the site by creating a series of terraces. The scheme will also be accessible through a series of ramps up towards the railway viaduct.

As detailed elsewhere within this report a contribution will be sought through a legal agreement with the applicant for improvements to wider infrastructure within the Lower Irk Valley. Improvements to the footways at the front of the application site, in order to improve the pedestrian environment, will be sought through planning condition.

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.

A management plan will be prepared by the applicant to ensure that the public realm remains of the highest quality. This should be secured by a planning condition.

Overall, it is considered that the development would provide an enhanced public realm and landscaping which will improve linkages to the plots.

Impact of the historic environment

The site is not located within a Conservation Area and the nearest Listed Building, Union Bridge (Grade II), is sufficiently far away to not be materially affected by the development. The existing buildings on the site are of poor quality and do not represent non-designated heritage assets.

Impact on Archaeology

An archaeological assessment has identified that the principal archaeological interest relates to the presence of a former glassworks which subsequently became part of a bolt and nut works in the late 19th Century.

The report recommends that the archaeological potential of the site be investigated through a conditioned programme of targeted evaluation trenching followed, where appropriate, by an open area excavations.

Initial investigation work has already revealed the presence of significant below ground remains relating to the glass works. The evaluation trenches appear to have exposed part of the annealing shop where blown glass vessels would have been passed through a heated chamber to control and slow the rate of cooling. This would have been important in preventing the glass vessels from developing stress cracks or shattering.

GMAAS have considered the report and the initial findings. They request that an open area excavation to expose and investigate the wider remains of the glassworks.

In light of the above, 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 non statutory site – Rochdale canal, Stotts Lane Ducie Street Basin site of biological importance (SBI) which is located approximately 900 metres to the south east of the application site. In addition, there are no records of protected or notable species found within or immediately adjacent to the application

site. Also, there are no records of any badgers, bats and birds including redstarts within 2 km of the application site.

Given the low level of vegetation and buildings present across the application site the ecology report considers that there would be limited impact on the ecology of the area. The report recommends that 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. Informatives should also be used to advise in the event bats or birds are found at the application site

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.

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 receive enough sunlight).

The assessment considered the potential effects of the ability of nearby buildings to achieve good levels of daylight and sunlight. This initial assessment included the dwellings at 62 Dalton Street, the Green Quarter residential development, industrial units on Bromley Street and the effect on the final occupants of the proposed development. It was determined that the effect on these receptors would be negligible and no further assessment was required.

The development which requires consideration is the consented scheme known as 'Angelgate'. Although the construction works at this site have stalled, it is appropriate to assess the impact of this development on residential amenity of the future occupiers.

The Angelgate development will also be constructed immediately adjacent to the application site boundary. In some instances, the Angelgate development is proposed to be built up to the application site boundary, with the remainder of the

development set back approximately 10m from the boundary. Conversely, the proposed development is situated 17 metres from the boundary at its closest point and 32 metres from the boundary at its furthest point.

In terms of VSC, the majority of points tested on the façade of Angelgate are either improved with the proposed development, or within 80% of the target value as outlined within the BRE guidance. A small number of points are exceeding the requirement, however, in these cases the actual VSC is above 27% i.e. with a reasonable margin.

The upper floors of Angelgate are experiencing a reduction in VSC, however almost all windows are still achieving the recommended VSC of 27% which usually results in good levels of daylight. It should be noted that where windows are judged to be 'failing' against the targets, the performance of these windows is very marginal (circa 2% away from passing) which will not be perceivable to the residents. The number of failing windows has been minimised as far as possible and with well in excess of 80% of windows tested passing the guidance, the results are extremely positive for what in time will become an urban high density environment.

The effect of the proposed development in terms of daylight access to Angelgate is therefore, considered to not be significant. The VSC for the lower floors will be better than the target values, or within 80% of the target value. In cases where the VSC with North View is less than 80% of the mirrored scenario, the calculated VSC is above 27% and dwellings should achieve good levels of daylight.

The proposed development would therefore lead to a minor negative effect on the Angelgate development.

In terms of overshadowing, there will be a negligible amount of overshadowing caused by the proposed development on the Angelgate communal amenity spaces. Some dwellings on the east façade will experience some loss of sunlight, however, this is to be expected when the development is currently unobstructed above second floor level.

While it is likely that residents will notice this reduction, the sunlight performance of Angelgate with the proposed development is the same as or better than that of the mirror scenario in the majority of cases and follows the same pattern as the VSC analysis.

In terms of overlooking and loss of privacy, the nearest habitable room window of the proposed development will be 25 metres from the Angelgate development. The design of the proposed development has carefully considered the outlook that residential occupiers in this building might reasonably expect to enjoy.

The resulting built form is therefore set into the site from the boundary and the scheme includes an attractive area of public realm (wholly within the application site) in between the proposed building and the neighbouring Angelgate building. The western block of the development closest to Angelgate has also been arranged to sit at an acute angle thereby again decreasing opportunities for a direct loss of privacy or overlooking. The distance of 25 metres is considered to be acceptable.

The adjoining scheme forms part of a wider emerging neighbourhood therefore it is unrealistic to assume that uninterrupted views looking east from Angelgate could ever reasonably be expected in the future. The building arrangement and distance maintained between buildings will result in only a minor effect being experienced in privacy terms by the occupiers of Angelgate.

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 wind assessment formed part of the Environmental Statement.

The report concluded that a small number of receptor locations are likely to experience higher wind speeds than the surrounding areas. However, this is not deemed to be significant as the locations will still be fit for their intended purpose. For example, the land between North View and Angelgate is to be used as a thoroughfare with some pedestrian sitting

The proposed development will have an overall minimal effect on the local environment, with the majority effects being positive in nature through the provision of sheltering from higher wind speeds along the Dantzig Street area and within the proposed courtyard. The wind effects of the proposed development on the local area are therefore considered to be negligible.

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.

The report concludes that the introduction of a building of this scale will impact on existing television reception. There will be minimal impact on satellite television reception as there were no buildings to the north of the site that would be affected.

The impact zone for the terrestrial television reception covers an areas to the southeast of the proposed development. The majority of the impact covers the railway lines, commercial areas and a car park where there is unlikely to be any issues. However, there is a small impact on Shilford Drive where there are existing properties. It is therefore possible that any cranes/towers used during the construction process may have an impact on reception by blocking the signal. This impact would only be confined to the construction process and would cease once construction ends.

In order to ensure that there are no impacts post construction, 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

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, the railway line and the adjacent waste transfer site. There is also potential noise from the commercial accommodation and gym located within the ground floor of the building which could 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.

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 number of refuse receptacles for each block is as follows:

- General refuse – 42 x 1100 litres;
- Pulpable refuse – 21 x 1100 litres;
- Mixed recycling – 21 x 1100 litres;
- Food waste – 6 x 1100 litres.

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. It is proposed that there will be a single waste chute in each service core which is fitted with a bi-separator that allows residents to choose whether they are depositing recyclable or non-recyclable waste. Waste and recyclable materials from the chutes will be separately stored at the ground floor level in 3 refuse stores. The facilities management team will ensure that the refuse rooms are checked on a daily basis and kept clean. The facilities management team will also take the bins to Dantzic Street on collection day and then take them back to the store.

Environmental Health have considered the waste management arrangements for the residential element of the scheme and deemed this to be acceptable. The

implementation of the waste strategy should form part of the conditions of the planning approval.

In terms of the commercial element of the scheme this has yet to be fully designed until an end user is known. It is likely that waste will be stored internally to the premises and then taken to the refuse storage compound where it can be separated. Waste contractors will then collect the waste on a pre-arranged collection day.

Environmental Health recommend that the waste management arrangements are agreed via condition once the end user is known.

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 level 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 infrastructure/place making works together with compliance with the City Council space standards raises issues of viability of the overall scheme.

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.

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'.

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 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 recommended that due to the increase in movements in the local area by traffic and pedestrians there should be provision of traffic calming measures together with junction improvements to Gould Street, Aspin Lane and Dantzic Street, review amendments to traffic regulation Orders (TROs) and footway improvements and reinstatement works. These should be secured by planning conditions.

There would be 152 car parking spaces, 37% provision. Eight 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. It is considered that provision should be made for a car club bay as part of the scheme and this should be secured by a condition.

The proposal originally included 304 cycle spaces (73% per apartment, 47% per bedroom) for residents within secure accommodation. This was amended during the course of the application to 415 which now equates to 100% per apartment/57% per bedroom. The applicant also intends to make provision for electric car charging points with the proposal originally including 4 points. This was amended during the course of the application to 15 points within the development. It is recommended that both the cycle and electric car charging points are included as part of the development.

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

The car park entrance will be located off Dantzic Street and accessed via an access road to the east of the building. Highway Services are satisfied that the access arrangements are suitable and that vehicles can safely manoeuvre around the car park and access/egress the site without any highway safety implications. Clarification regarding the ramp gradients within the car park will be secured by planning condition.

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.

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

Due to the close proximity of the railway infrastructure, Network Rail have provided comments on necessary conditions and informative which seek to protect the rail infrastructure from damage and obstruction during the construction protect. It is therefore recommended that these form part of the conditions of the planning approval.

Ground conditions

Initial site investigation work has revealed that there are some complex ground conditions associated and risk to be controlled waters. 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 small number of representations have been received in respect of this planning application. The key comments relate to the deliverability of the scheme, its height and appearance together with impacts on neighbouring developments including Angelgate and Emmiline tower block. In addition, comments have been received with regards to the schemes contribution to the wider development of the Lower Irk Valley, impact on existing on street car parking issues and the operations of the Marble Inn Brewery.

As detailed above, the applicant has provided information to the City Council with regards to their viability and therefore deliverability of the scheme. It is recognised that the adjacent development 'Angelgate' has stalled and therefore it is necessary to be satisfied that this development will be delivered. In this regard, the applicant is happy to accept a 1 year planning permission within which works must commence. If works do not commence within this 1 year period the planning permission will expire.

The height and appearance of the development has been carefully considered. It is considered that a development of this scale is entirely appropriate in this context and responds positive to the individual characteristics of this site include the change in levels and the need to create a human, lower scale to Dantzie Street with increase in height to the railway line. The materials chosen for this development are of the highest quality and will help reflect the distinctive form of architecture.

In terms of this developments contribution to the wider area, a legal agreement will be signed with the applicant to secure monies which can be invested into wider infrastructure works in the Lowe Irk Valley. This will include affordable housing, road, cycle and pedestrian improvements and any other necessary investments in infrastructure to realise the regeneration objectives for the area.

It is noted that there are on street parking difficulties in the area. In this regard, a review of the traffic regulation order around this development requirement consideration together with any other necessary off- site improvements.

With regards to the concerns of the Marble Arch Brewery, planning conditions will be used to secure appropriate acoustic and ventilation of the building to protect the building from all surrounding noise sources. A construction management plan will be devised, and secure by design planning condition, to ensure that the operations of the construction phase of this development do not have any unacceptable impacts on the surrounding highway network together with the operations of nearby businesses.

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 stockpiling 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.

Legal Agreement

As the proposal will bring a substantial new development to the Lower Irk Valley area, in an area which currently lack quality infrastructure, an agreement is in the process of being reached with the application with regards to a contribution towards infrastructure and place making improvements in the area. This will include measures such a necessary road and place making improvements and green infrastructure. The application is minded to approve subject to the signing of this legal agreement.

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 **MINDED TO APPROVE subject to the signing of a s106 agreement with regards to infrastructure improvements in the Lower Irk Valley**

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 one year beginning with the date of this permission.

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

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

Drawings

D2371 L400, 10034-A-G251-E-TY2-099, 10034-A-G200-E-S-099, 10034-A-G200-E-N-099, 10034-A-G200-E-E-099, 10034-A-G200-P-TY3-099, 10034-A-G251-E-TY3-099, 10034-A-G251-E-TY1-099, 10034-A-G251-E-TY4-099, 10034-A-G200-E-W-099, 10034-A-G200-S-AA-099, 10034-A-G200-S-BB-099, 10034-A-G200-S-CC-099, 10034-A-G200-S-DD-099, 10034-A-G200-S-EE-099, 10034-A-G200-XP-00-099, 10034-A-G200-P-RF-099, 10034-A-G200-P-TY2-099, 10034-A-G100-XE-W-099, 10034-A-G100-E-E-099, 10034-A-G100-XE-S-099, 10034-A-G100-XE-N-099, 10034-A-G100-XE-E-099, 10034-A-G100-E-S-099, 10034-A-G100-E-W-099, 10034-A-G100-E-N-099, 10034-A-G100-RF-099, 10034-A-G200-P-06_09-099, 10034-A-G200-TY1-099, 10034-A-G200-P-02-099, 10034-A-G200-P-01-099, D2371 L.515 Rev A, D2371 L.500, D2371 L.510 Rev B, D2371 L201 Rev C and D2371 L200 Rev C stamped as received by the City Council, as Local Planning Authority on the 20 December 2016.

10034-A-G200-P00-099 Rev 01, 10034-A-G200-P-MZ-099 Rev 01, Level D2371 L200 Rev D, Masterplan D2371 L100 Rev D and Proposed Street Furniture Palette: D2371 L.505 Public Realm Rev C stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017

Supporting Information

Design and access statement, Landscape design statement, planning statement, Statement of community involvement, waste management strategy, transport assessment, travel plan, phase ground conditions desk study, acoustic assessment, archaeology report, environmental standards statement, ecology report, tree report, crime impact statement, TV reception survey and Environmental Statement all stamped as received by the City Council, as Local Planning Authority on the 20 December 2016.

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

3) Prior to the commencement of the development details of the method for piling, or any other foundation design using penetrative methods, 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).

4) 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).

5) (a) Prior to the commencement of the development details of 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:

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and road. A layout with overland flow routes needs to be presented.
- A 40% uplift to account for climate change impact should be considered in with revised climate change allowances.

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

(c) 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).

6) No development shall commence until a programme of archaeological works have 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:

- (a) A phased programme and methodology of site investigation and recording to include:
 - targeted archaeological evaluation;

- (based upon the evaluation results) targeted open area excavation;
- (b) A programme for post investigation analysis and reporting
 - analysis of the finds and site investigation records;
 - production of a final report on the significance of the archaeological and historical interest represented.
- (c) Provision for publication and dissemination of the analysis and report on the site investigation – including publication as part of the ‘Greater Manchester’s Past Revealed’ series.
- (d) Provision for archive deposition of the report, finds and records of the site investigation.
- (e) 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.

7) Notwithstanding the Ground Conditions report stamped as received by the City Council, as Local Planning Authority, on the 20 December 2016 within the Environmental Statement,

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

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

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

8) 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.

The development 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).

9) Prior to any above ground works, 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 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.

10) Prior to any above ground works, details of the boundary treatment shall be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then implemented as part of the development 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.

11) Prior to the first occupation of the development 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).

12) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement stamped as received by the City Council, as Local Planning Authority, on the 20 December 2016. 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.

13) (a) prior to the first occupation of the development details of a hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented not later than 12 months from the date the buildings 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.

14) Prior to the first occupation of the residential element of the scheme, 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.

15) 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.

16) 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.

17) Notwithstanding the noise stamped as received by the City Council, as Local Planning Authority, on the 20 December 2016, (a) prior to the first occupation of the development, 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 the development 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).

18) Notwithstanding the noise report stamped as received by the City Council, as Local Planning Authority, on the 20 December 2016, prior to the first use of the commercial unit as indicated on drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 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).

19) Notwithstanding the noise report stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017, (a) prior to the first occupation of the residential accommodation 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 a 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).

20) The refuse arrangement for the residential element of the development hereby approved shall be carried out in accordance with the waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 20 December 2016 and drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017.

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.

21) Notwithstanding the waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 20 December 2016 and drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017, prior to the first use of the commercial unit a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial element within the development 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 prior to the first use of the commercial unit and shall remain in situ whilst the use or development is in operation.

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

22) Prior to the first use of each of the commercial units, as indicated on drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 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 the commercial unit and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial unit 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).

23) Prior to the first use of the commercial unit as indicated drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 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 the commercial unit 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).

24) 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 the development, 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 the development 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.

25) 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.

26) 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).

27) The commercial unit hereby approved, as indicated on drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 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.

28) The commercial units as shown on drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017, shall remain as a separate unit 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.

29) The commercial unit, as indicated on drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017, can be occupied as A1 (excluding convenience retail), 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.

30) In the event that any of the commercial unit, as indicated on drawing 10034-A-G200-P-00-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017 is 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 the saved policy DC26 of the Unitary Development Plan for Manchester.

31) 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.

32) 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 20 December 2016. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

33) 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 20 December 2016.

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).

34) Prior to the first use of the development hereby approved details the 415 cycle stands as indicated on drawing 10034-A-G200-P-00-099 Rev 01 and 10034-A-G200-P-MZ-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 2017 shall be implemented and made available. The cycle stands shall be retained for as long as the development remains in use.

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).

35) Prior to the first occupation of the residential element of the development the car parking layout as indicated on drawing 10034-A-G200-P-00-099 Rev 01 and 10034-A-G200-P-MZ-099 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 17 March 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).

36) Prior to the first occupation of the residential element of the development hereby approved, details of an off-site car parking strategy 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 the development. The approved strategy shall be implemented prior to the first occupation of the residential element (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).

37) Prior to the first occupation of the development, 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).

38) Prior to the first occupation of the residential element of the development 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.

For the avoidance of doubt this shall include the following:

- Junction improvement works (Gould Street, Aspin Lane and Dantzic Street);
- Traffic calming;
- Review/amend traffic regulation Orders including the creation of a car club bay;
- Creation of new vehicular access into the site;
- Footway improvements and reinstatement works;
- Improvements to public realm; and
- Cycle link improvements.

- 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 shall be implemented and be in place prior to the first occupation of the residential element 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).

39) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 20 December 2017, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study 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 the development 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.

40) (a) Prior to the commencement of the development, 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 of the development. Within six months of the first occupation of the development 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).

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

42) Prior to the first occupation of the development, 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

- Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
- This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the River Medlock which, is designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.
- 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 overhead 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: 114860/FO/2016 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
Housing Strategy Division
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport for Greater Manchester
Greater Manchester Archaeological Advisory Service
Network Rail
Greater Manchester Ecology Unit
Network Rail
National Planning Casework Unit
Strategic Development Team



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 F, 1/F Block 16, Sceneway Garden,, Lam Tin, Kowloon, Hong Kong, Hong Kong
12 Tobacco Factory Phase One, 30 Ludgate Hill, Manchester, M4 4TF
Flat 3802, Hiu Shun House, Hiu Lai Court Kowloon, Hong Kong, Hong Kong

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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