

Application Number	Date of Appln	Committee Date	Ward
118831/FO/2018	19th Jan 2018	31st May 2018	Cheetham Ward

Proposal Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works

Location Former Boddingtons Brewery Site, Dutton Street, Manchester, M3 1LE

Applicant Prosperity UX Manchester Developments Limited, C/o Agent,

Agent Ms Melissa Wilson, Deloitte Real Estate, 2 Hardman Street, Spinningfields, Manchester, M3 3HF,

Description

The application site comprises the eastern section of the former Boddington Brewery site. This planning application forms part of the first phase of development of this site as part of realising the vision outlined within the Boddingtons Strategic Regeneration Framework which was first adopted by the City Council in 2007 and updated in 2015.

The site measures approximately 1.376 hectares and is bounded by Dutton Street to the east, New Bridge Street to the south, Great Ducie Street beyond the surface car park to the west and a warehouse building between Charles Street and Dutton Street to the north.

The former Boddington Brewery site closed in 2005 and the land which forms part of this planning application was cleared, together with the rest of the Boddington site, and the hardstanding that remained was turned into a 852 space surface car park. To the north of the site there is overgrown vegetation which is primarily self-seeded together with a two storey building which will be required to be demolished as part of the proposals.

The site is currently enclosed and secured by a series of brick walls and security fence. Vehicular access is provided to the site at Dutton Street. To the western edge of the application site there is a significant change in the topography of the land with the application site being higher than the wider Boddington site. This does pose a challenge in terms of how to reconcile this level change and providing an integrated development with any future phase(s). The land to the west of the application site will be retained as a 652 space surface car park and will form part of a later phase(s) of redevelopment works at the former Boddington site.

The application site is of significant cultural interest given its former use. However, there is very little evidence of the former brewery at the site following its demolition in preparation for redevelopment. The site, however, is of huge importance going forward for the regeneration benefits it can bring together with the opportunities that a

development at the site can bring to connecting this part of the City to the City Centre.

In particular the proposal sits in a strategically important location with the Manchester Arena and Manchester Victoria Train Station being located on the south side of New Bridge Street directly opposite the application site. Beyond this is the heart of the City Centre where range of amenities, services and leisure opportunities can be accessed.

There are a number of residential developments in the area with the Green Quarter development being located to the north east of the application site which provides a dense residential environment and public realm. This area also consists of office accommodation and hotel with the final residential blocks for this quarter either under construction or have received planning permission.

The areas to the north of the application site consists of the lower Cheetham/Strangeways area which is principally characterised and dominated by warehousing, wholesale retail and distributors which together form a concentration of economic activity in this part of the City. The area has a strong grid road network which reflects a historical pattern of development from past decades. The area is also dominated by the HM prison Manchester which is located to the north of the application site and is a Grade II Victorian prison complex.

To the west of the River Irwell is the administrative boundary with Salford and an area known as 'Greengate'.

The Manchester Fort Retail Park is located further northwards along Cheetham Hill Road and provides an area of large format retail uses with an associated car parking and food and drink uses.

The application site is also considered to be in a highly sustainable location 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 and Shudehill Interchange. Piccadilly Station is also within a 15 minute walk of the site providing regional rail connections as well as regular routes to the south of the UK including Euston.

The Proposal

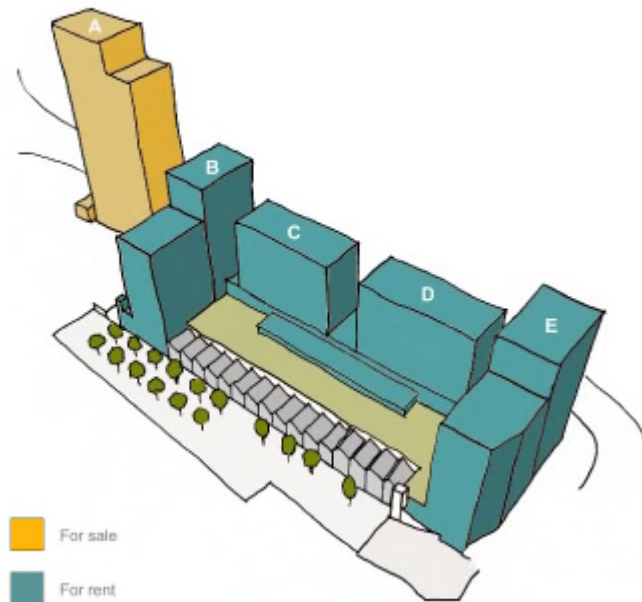
Accommodation schedule

The development proposes the construction of two residential blocks comprising 556 residential units together with the creation of 3490 sqm of commercial floor space.

Block A will provide 181 new homes for sale. The remaining 375 homes will be spread across 4 small blocks (B-E) and will be privately rented under a PRS model operated by one management company.

There would be a variety of residential accommodation with 68% being two or three bedroom together with the provision of 12 townhouses. This will ensure the

accommodation is available to families and young professionals wishing to share. The remaining 32% would be one bedroom and would be large enough for 2 people.



The schedule of accommodation is as follows:

- 178 x 1 bedroom apartments ranging from 40 sqm (1 bed, 1 person) to 50 sqm (1 bed, 2 person);
- 290 x 2 bedroom apartments ranging from 61 sqm (2 bed, 3 person) to 70 sqm (2 bed, 4 person);
- 86 x 3 bedroom apartments ranging from 85 sqm (3 bed 5 person) to 95 sqm (3 bed 6 person)
- 2 x 4 bedroom apartments that exceed 150 sqm.

This range of accommodation type and sizes, with the emphasis being on larger accommodation sizes, ensures that accommodation is being created that will be attractive for family accommodation for those wanting to live in close proximity to the City Centre. Exceeding the space standards set by the Residential Quality Guide ensure that there will also be high quality accommodation created with families have room to grow and expand within these homes.

Amenity space and public realm

Consideration has also been given to the need to provide amenity provision for the residential accommodation. Whilst there will be private balcony areas for the apartments there will also be a 793 sqm internal residents amenity lounge at the ground floor and over 2000 sqm of external amenity space exclusively for the use of residents on this development in the roof terraces and roof gardens.

The proposal will also include the creation of a significant amount of new public realm and landscaping at the site. A newly created 'Central Avenue' to the west of the built

form, lined by a series of commercial units, will create an attractive boulevard and leisure/retail space for residents and visitors.

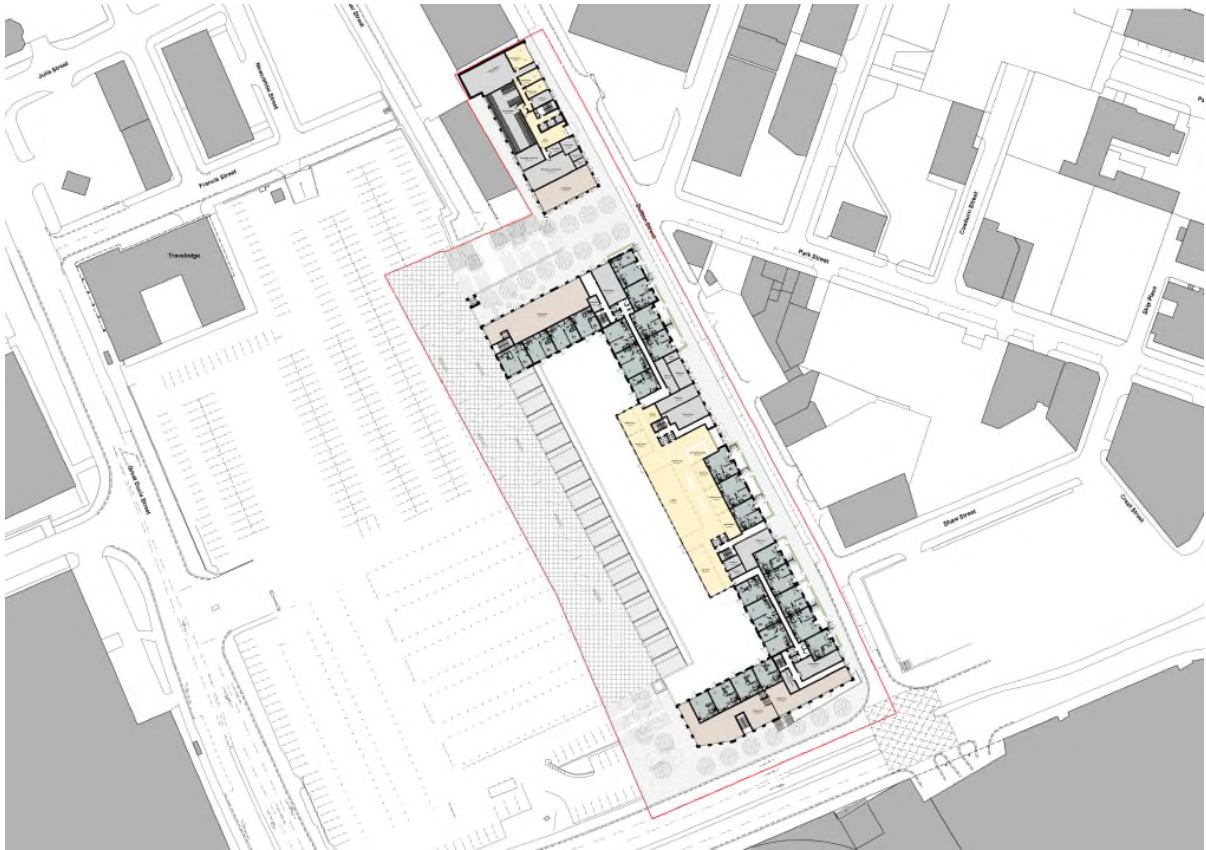
The Central Avenue will be treated with a high quality material and lined with semi-mature trees. New street furniture and lighting will be incorporated into this area. New Bridge Street will also be improved with hard and soft landscaping as it provides the gateway to the new avenue.



Accessibility and transport

The principal pedestrian entrance for block A and B-E will be from Dutton Street. There will be one entrance serving blocks B-E positioned at the bottom of block C. In order to respond to the change in topography, accessibility has been a key consideration of the development proposals. There will be both stepped and lift access from Dutton Street with lifts being located at Dutton Street and Bridge Street.

There will be no on site car parking provision for this development. However, the applicant has provided a strategy for this which is considered in further detail in the main body of the report. This includes the provision of car club bays and 868 cycle spaces in order to encourage and take advantage of this highly sustainable location and proximity to the City Centre.



Waste management

Due to the scale of the development, waste management arrangements have been a key consideration. Each apartment will have facilities incorporated to encourage them to recycle their waste. Dedicated waste stores will be incorporated into the development and a total of 3 lay bays will be created along Dutton Street for the collection and servicing of the waste stores.

The planning submission

Together with the submission of the Environmental Statement, this planning application has been supported by the following information:

- Supporting planning and tall buildings statement;
- Design and access statement;
- Demolition statement;
- Arboricultural assessment;
- Environmental standards statement;
- Residential management strategy;
- Statement of consultation;
- Commercial strategy;
- Ventilation strategy;
- Waste management strategy;
- TV reception statement;
- Crime Impact Statement;
- Phase ground conditions report.

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest 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.

One letter of objection has been received in respect of this matter. The comments can be summarised as follows:

- The development of this site will lose 421 parking spaces;
- There is no need to provide more commercial space as there is plenty in the City Centre along with residential developments;
- These car parks are major car parks for the northern side of the city centre. Having these car parks lowers the amount of traffic in the city centre.
- Not having this car park means more air pollution, more queues in rush hour and discourages people to leave their cars in locations such as these and walk to work;

Two letters have been received for members of the public who are neither objecting nor supporting the application. The comments can be summarised as follows:

- The surrounding roads already carry a heavy burden of traffic and the increase in population and usage in this area will cause problems of congestion;
- The proposal does not appear to make adequate provision for on site car parking. The development should not rely on on-street car parking on adjacent streets which will effect businesses in the area who rely on this provision. When there are events on at the arena the situation will be worse;
- During the construction period there should be a clear strategy for projecting the surrounding road network;
- Construction would should only take place on normal working hours to minimise disruption to local businesses.

Highway Services

The projected trip generation levels stated within the transport statement are considered appropriate. The commercial units are not anticipated to give rise to any substantial level of trips, given the lack of parking offered and proximity to the City Centre.

Given the former car parking use, Highways accept that a number of trips will be displaced elsewhere on the network with no significant capacity concerns or Highways implications. It is accepted that in comparison to the former use, a reduction in trips will be generated during peak AM/ PM flows.

Although some accident statistics have been offered, it is recommended that further information is provided in order to assess a full 5 year period. In addition the full

accident data including a map showing the location and severity of each incident should be included in the TA.

A pedestrian boulevard is proposed to the west of the site. There are 2m footways around the site, however the current condition of the footway within the vicinity of the site is poor and as such, upgrades will be required to accommodate the increased pedestrian flow. It is recommended that the footway improvements at the following locations:

- Trinity Way northbound towards Cheetham Hill Road
- Junction of Corporation Street / A665

The signalised junction at Dutton Street/New Bridge Street does not have controlled pedestrian crossing facilities. The residential pedestrian entrance to the development is from Dutton Street therefore the junction is on the key pedestrian desire line from the development into the city centre. To accommodate increased pedestrian footfall and to ensure pedestrian safety it is recommended that the junction is upgraded to include controlled pedestrian facilities.

It is proposed that there will be in excess of 100% cycle parking for residents located in the basement of the building and that there would be an element of visitor parking also within the development site.

The cycle lane along the A56 Southbound prior to its junction with Trinity Way is in poor condition, to promote active travel it is recommended that this is improved.

The site is located within an accessible position to the north of Manchester City Centre, well served by sustainable modes including bus services along Bury New Road and Cheetham Hill Road. Manchester Victoria station offers Metrolink and rail connectivity.

Presently the site is used as a 200 space commuter car park. The development proposes 8 car parking spaces. This would be 2 disabled spaces bay, 4 spaces are provided within internal garages, accessed from Dutton Street and 4 Car Club on-street bays.

The applicant suggests that lease parking is available if required for 20% of residents in nearby Car Parks, this is accepted.

It is suggested that the existing coach bays will be relocated further along Dutton Street and onto Park Street to accommodate the proposed parking bays.

The agent has undertaken on street car parking surveys around the site on event and non- event days. The surveys indicate over 50% spare capacity

It is also noted that a multi-storey car park forms subsequent phases of the SRF. In light of this, it is accepted that electric vehicle charging points can be introduced at a later stage within the proposals, offering 10% of the total on-site provision. Off-site highway works required for the application comprise the following:

Amendments to the existing TROs along Dutton Street:

- Inclusion of 3 loading bays
- Relocation of 4 Car Club Bays
- Addition of 2 disabled bays
- Relocation of 7 Coach bays (Dutton Street/ Park Street)
- Vehicular crossovers reinstatement/new.
- Upgrade signal junction of Dutton Street/New Bridge Street
- Improve footways of Trinity Way northbound towards Cheetham Hill Road and
- Junction of Corporation Street / A665
- Improve cycle lane along the A56 Southbound prior to its junction with Trinity Way

A Framework Travel Plan has been submitted with the proposals and should form part of the conditions of the approval.

All servicing associated with the residential units, to include refuse collection and ad-hoc deliveries, is proposed from Dutton Street, taken from 3 proposed loading bays. Commercial servicing is to be taken from the western edge of the site via the new boulevard accessed initially from Great Ducie Street. In conjunction with further phases, access will subsequently be gained via the new internal road layout

A servicing plan is recommended to ensure that servicing of the commercial units is appropriately managed.

A Construction Management Plan should be provided as part of the conditions of the planning approval.

Further information has been supplied by the applicant during the course of the application which is to the satisfaction of highway services.

Environmental Health

Information has been submitted in respect of the ground conditions. Further information will be required in respect of this matter particularly around the site investigations, risk and remediation proposal and asbestos management. Following completion of the works a verification report shall be submitted for consideration.

Deliveries to the site shall be restricted to 07:30 to 20:00 Monday to Saturday with Sundays 10:00 to 18:00. Details of any fume extraction system(s) shall be submitted for approval.

With regards to air quality and construction, full details of fugitive dust emissions during earthworks and construction will be required to be submitted.

The operating hours of the commercial premises are required to be agreed. Further information will be required with regards to the acoustic insulation of the commercial and residential accommodation together with the hours of use of any external seating and communal areas. Any condition should include the requirement for post

completion verification. Details of plant shall be agreed as part of any planning approval.

Further details are required in respect of the waste management element of the proposal.

Flood Risk Management

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

Greater Manchester Archaeological Advisory Service (GMAAS)

The nature of the development proposals will require the removal of most of the archaeological remains at the application site. This is accepted as they are at best of regional significance but will need to be preserved by record ahead of their destruction by development ground works. As well as excavation this work should include historical research to provide a better understanding of the occupants and uses of the building examined.

No record was made of the historic fabric of the brewery prior to its demolition in 2007. The heritage of this famous Manchester Brewery should be commemorated through display/interpretation boards and possibly even a publication depending on the outcome of the archaeological investigations.

A condition should be imposed on the planning permission to this affect.

Design for Security at Greater Manchester Police

The development shall be carried out in accordance with the submitted Crime Impact Statement and conditioned so to achieved Secured by Design accreditation.

Environment Agency

The historical use of the application site, as well as the presence of historical above ground tanks, presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive on this site since the site is situated upon a principal aquifer.

The ground conditions report submitted with the application provides some comfort in this regard that the risk posed to controlled waters. Further information will, however, be required before the development takes place and this should form conditions of the planning approval which should including remediation proposals, verification works and details of piling.

Greater Manchester Ecology Unit (GMEU)

The buildings on site were considered to have a negligible potential to support roosting bats. Two walls were identified within the car park as having some features to support roosting bats. However, given the light pollution in the car park, and the

amount of disturbance, roosting bats are unlikely. Nevertheless it is not impossible that a temporary roost has been created. It is recommended that the two walls identified a bat emergence survey should be carried out prior to their demolition.

There shall be no clearance of vegetation within the bird nesting season and this should form a condition of the planning approval.

Invasive Japanese knotweed has been recorded at the site together with a species of cotoneaster. A condition should therefore be attached to any planning approval which provides a methodology for the control of these species.

The development proposals provide an opportunity for biodiversity enhancements at the application site.

Policy

The Development Plan

The Development Plan consists of:

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

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and 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.

The relevant policies within the Core Strategy are as follows:

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

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

S03 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well-located housing to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

S05. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 'Spatial Principles' - 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. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute 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 promoting a high quality design and new public realm and linkages.

Policy EC3 'The Regional Centre' states that housing would be appropriate within the Regional Centre and should complement mixed use employment areas and higher density development is appropriate. The proposal would provide a dense residential development thus contributing towards the City housing growth.

Policy CC1 'Primary Economic Development Focus: City Centre and Fringe' states that the City Fringe (particularly Ancoats which the application site is located in for the purpose of this policy) will make provision for a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities to support the development of a vibrant employment location. The area is also considered suitable for high density building and commercially led mixed use schemes. This proposal will provide a significant mixed use scheme within the

Strangeways part of the City Centre together with offering new and enhanced public realm and linkages to the City Centre.

Policy CC3 'Housing' states that residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size. This proposal offer a mixture of property types with the predominate offer being larger accommodation suitable for families and in line with adopted space standards.

Policy CC5 'Transport' states that proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The proposal also seeks to encourage developments have adequate car and cycle provision. This proposal seeks to provide a significant new amount of public realm and footway improvements at the application site. the proposal also will provide a pedestrian crossing to improve linkages with the heart of the city centre. Whilst this scheme does offer a low car parking provision, cycle provision has been maximised along with a packages of measures to improve access to alternative forms of transport.

CC6 'City Centre high density development' states that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. The proposal is a significant development in terms of its density and scale. It is considered that whilst the development exceeds surrounding parameters it is appropriate in that it will offer the most efficient use of land with a high quality development scheme.

CC7 'Mixed Use development' states the City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. This policy also encourages active ground floor uses. This development offers a high quality mixed use scheme with active ground floor uses to support the high density residential accommodation.

CC8 'Change and Renewal' states that the approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

Policy CC9 'Design and Heritage' states that design of new buildings will need to be of the highest standard in terms of appearance and function. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must

be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment. The proposal is considered to be of the high design quality and provide a significant opportunity to regenerate this part of the City Centre.

Policy CC10 ‘Place for everyone’ states the City Centre will develop as a location which appeals to a wide range of residents and visitors

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. The proposal 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’ This proposal would be in a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 ‘Design principles and strategic character areas’ The proposal’s considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN2 ‘Tall Buildings’ must be of excellent design quality, appropriately located, contribute sustainability and place making and bring regeneration benefits. They must complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including to its skyline and approach views. Suitable locations would 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’ proposals for development that complements and takes advantage of the distinct historic and heritage features of the City Centre are encouraged. They must preserve or enhance 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.

Whilst there are no immediate heritage assets on or near the site, consideration has been given to any heritage assets nearby by together with any on site archaeology associated with the former brewery use.

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..

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. Further details will be provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has 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 CO 2 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.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should 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. There is limited green infrastructure at the application site and that which is present is of limited quality. There will, however, be opportunities improve green infrastructure as part of the development proposals in the form of landscaping.

Policy EN14 'Flood Risk' development should minimise surface water run off, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers 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 and soft landscaping which will be prevalent across the site.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' Consideration has been given to minimising the impact on the surrounding water courses including those which may be under ground.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

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 together with mitigation secured in relation to improvement to the pedestrian environment around the application site.

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.

For the reasons given, and within the below analysis, 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 DC19 ‘Listed Buildings’ - 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. This is discussed in detail below.

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. This is discussed in detail below.

Saved policy DC26, Development and Noise₁ 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.

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”.

The report recognises ‘Corridor Manchester’ as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

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.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

Former Boddingtons Brewery Site Strategic Regeneration Framework (SRF) (2015)

The SRF was adopted by the City Council's Executive Committee in November 2015. The documents purpose is to provide a framework to guide future investment in the area which it envisages will be through the delivery of a mix of commercial and residential uses. The application site forms the eastern part of the area identified within the SRF.

The SRF recognises that the complexities which arise from the topography of the Brewery site mean that development across the SRF area will need to be delivered in a series of 'manageable' phases with the first phases that will be brought forward acting as a catalyst for the future phases of development.

The SRF envisages that the early phases will include residential blocks together with workspace, retail and leisure uses in order to delivery some of the key place making measures such as public realm and pedestrian linkages. The SRF did envisage that a multi-storey car park would be delivered as part of the early phase but is omit from this development proposal. The applicant has cited that this element has be compromised in this early phase due to viability issues arising from the abundance of such uses within the immediate area.

The SRF places a strong emphases on development at the site being of mixed use in nature in order to create a distinctive place and neighbourhood which is part of ensuring the vitality of the area. To that end, the SRF seeks to ensure that there is a 50% split between commercial and residential uses within the area.

Whilst this early development offers a mixed use scheme, the phase of development subject to this planning application is predominately residential with ground floor commercial uses. However, the development has been designed in such a way that the latter phases can accommodate the required level of commercial development and deliver upon the aspirations of the SRF.

Another key component of the SRF is the need to ensure the residential accommodation is attractive and sustainable in the long term providing homes for the long term. The range of apartment types and sizes which ensure this brief is satisfied with the apartments exceeding the space standards outlined within the Residential Quality Guidance together with offering accommodation which will be attractive to families and those wishing to share. In addition, the development will offer accommodation both for sale and for rent as part of PRS offer ensuring that one management company has responsibility for the accommodation at the site.

The need to ensure that the streets, and newly created public realm is activated, will be provided by commercial uses fronting the Central Avenue and Dutton Street together with improving the pedestrian environment in the form of improvements to the walkways around the perimeter of the application site and newly forged linkages into the heart of the City Centre.

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 Government's 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 Government's 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 on 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 2017 and has considered the following topic areas:

- Socio-economic impacts;
- Townscape and visual impact;
- Archaeology and cultural heritage;
- Noise and vibration;
- Daylight, sunlight and solar glare;
- Wind and micro climate;
- Flood risk, drainage and water resources;
- Air quality; and
- Traffic management.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 1.376 hectares and 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.

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, water, air, climate, cultural heritage, townscape 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.

Phasing

The development is anticipated to be delivered on a phased basis with block A being brought forward before B-E. However, in order to ensure that a comprehensive redevelopment of the application site takes place, together with delivering the public realm, highways and environmental improvements required for the scale of development proposed, it is recommended that a condition of the planning approval is that a phasing plan is agreed including timetable for implementation of the phases. This should form part of the conditions of the planning approval.

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 will form the first phase of development at the former Boddington Brewery site. The provision of new homes and commercial uses to site will bring significant new footfall and activity to an area of the city which has seen more limited regeneration activity than other parts of the city. The area will also be transformed with the provision of significant provision of new public realm in the form of the 'Central Avenue' which will help form linkages through the application site, to the future phases of the wider Boddington Brewery site and beyond to the City Centre.

The 556 new homes will provide one, two and three-bed apartments plus town houses and penthouses and many would be suitable and attractive to families. The sizes would be consistent with the City's adopted space standard with the accommodation exceeding the adopted standards and offering a wide range of accommodation types with the emphasis being on larger family accommodation.

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 as part of meeting the objectives of policies H1 and H3 of the Core Strategy. These homes will meet the demands of a growing economy and population in a well-connected location.

The proposal will regenerate part of a previously developed brownfield site which in turn will act as a catalyst for future regeneration activity on the wider Brewery site. This will deliver upon the objectives of the 2007 and 2015 frameworks including providing the public realm and infrastructure to deliver part of the wider site.

The provision of a large amount of commercial and employment space will not only activate the Central Avenue, bringing much needed natural surveillance and activity, but will give the development life throughout the day and evening.

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, H3, 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.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers are asked to consider providing new houses that will be for social or affordable rent or with a focus on affordable home ownership options or provide an equivalent financial contribution.

Whether affordable housing will be required will be based upon an assessment of a particular local need, any requirement to diversify the existing housing mix and the need to deliver other key outcomes particularly a specific regeneration objective. Further a critical consideration of this issue is scheme viability. Part 4 of the policy clarifies the details of the exemptions.

As the report details the applicant is proposing to create 556 new homes at the site. There will be 181 new homes for sale and 375 homes available to rent through a PRS model. The application submitted for consideration did not include any onsite affordable housing or an equivalent financial contribution.

The applicant has sited that there are viability constraints associated with this proposal that would render the scheme undeliverable affordable housing is provided.

The applicant has sought to demonstrate that they satisfy the exemption test through a viability report.

In particular they have stated:

- That the inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

This is an important regeneration site and forms the first phase of development associated with the delivery of the Boddingtons Strategic Regeneration Framework. The proposal realises the vision of the SRF which requires a high density, residential led, mixed use development. The proposal will not only add to the supply of residential accommodation in the part of the city centre but also create a new commercial quarter and public realm investment.

It is also recognised that the proposal delivers a high quality scheme in terms of its appearance and high specification of the design as well as fulfilling a number of other City Council requirements in the form of the size of the residential accommodation with comply with the Residential Quality Guidance together with incorporating a vast amount of new public realm and landscaping. All these matters combined have an impact on the schemes overall viability.

The applicant's viability report has been independently verified to determine if the costs attributed to this scheme particularly construction, design quality and other essential planning obligations in the form off site highways and new pedestrian crossing along New Bridge Street together with the onsite public realm/environmental improvements are reasonable. It should be noted that these works would be over £2 million of necessary work.

Notwithstanding these necessary works, together with advice that an onsite affordable housing provision would not be appropriate in this instance, the assessment of the viability report indicates that a financial contribution towards an offsite affordable housing provision would still be reasonable in this instance. The applicant has given a commitment to providing a financial contribution and discussions are ongoing about this matter.

The financial contribution will be secured by a legal agreement and on this basis the application is minded to approve subject to the signing of that legal agreement.

As such the proposed development meets the policy requirements as set out above.

Tall Building Assessment including impact on townscape

The proposed development consists of two predominately residential blocks ranging from 12 to 26 storeys in height. The cumulative effect of these tall blocks will have an inevitable impact on the character and visual amenity of the immediate context as well as long range views of the application site. In addition, the current form of the site, which is essentially a surface car park, will mean that there will be an inevitable change in scale of the site and impact on the local townscape.

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 23 viewpoints were assessed. These are as follows:

- View point 1 – view from New Bridge Street;
- View point 2 – view from the corner of Bridge Street and Great Ducie Street;
- View point 3 – view from Great Ducie Street;
- View point 4 – view from Great Ducie Street;
- View point 5 – view from Southall Street;
- View point 6 – view from Pimbett Street;
- View point 7 – view from Cheetham Hill Road;
- View point 8 – view from Miller Street;
- View point 9 – view from Rochdale Street and Angel Street;
- View point 10 – view from Angel Meadow Park;
- View point 11 – view from Great Bridgewater Street;
- View point 12 – view from Cathedral Gardens;
- View point 13 – view from Victoria Street;
- View point 14 – view from Greengate;
- View point 15 – view from Trinity Way;
- View point 16 – view from footbridge over the river Irwell;
- View point 17 – view from Blackfriars Road and Greengate West;
- View point 18 – view from Broughton Bridge;
- View point 19 – view from Bury New Road;

View point 20 – view from Cheetham Hill Road;
View point 21 – view from Dalton Street/Collyhurst footpath;
View point 22 – view from Bury New Road; and
View point 23 – view from Deansgate.

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.

It should also be noted that the scheme has been presented to Places Matter! Design Review.

This is a large and significant development that would transformative the area. Both the townscape review and Environmental Statement consider in detail the townscape and visual impacts of this development together with the impacts upon the setting of the built heritage assets. The Environmental Statement also considers in detail the impact of the development on the pedestrian experience at ground level and within the new and existing public realm together with the cumulative impact of the proposal with others taking place in the local area.

The location of the tallest element at 26 storeys is situated to the rear of the site in order to form a dramatic backdrop to the development and to allow a more responsive form of development to the main street scene. The impact of the height and scale of the development has been appropriately tested through the townscape and visual impact study to be appropriate in this context resulting in not unduly harmful impacts. Indeed, in the majority of instances the study has revealed the impacts to be position on the local area and the city townscape as a whole.

The use of a high quality façade material together with active frontages and significant new area of public realm would provide an ambitious landmark development on the City Fringe.

The use of the distinctive red brick, together with the subtle changes in window design and detail, will mark a contemporary addition to the Manchester sky line improving the overall quality of development in this part of the city centre and in line with the aspirations of the SRF.

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

Layout, scale, external appearance and visual amenity

The SRF recognises that the complexities which arise from the topography of the Brewery site mean that development across the SRF area will need to be delivered in a series of 'manageable' phases with the first phases that will be brought forward acting as a catalyst for the future phases of development.

The SRF envisages that the early phases will include residential blocks together with workspace, retail and leisure uses in order to delivery some of the key place making measures such as public realm and pedestrian linkages.

The application site is rectangular in shape with the longest elevations being those north to south. The proposed development has responded to the challenges of the application site by creating a development that responds appropriately to the change in levels across the application site whilst activating frontages.

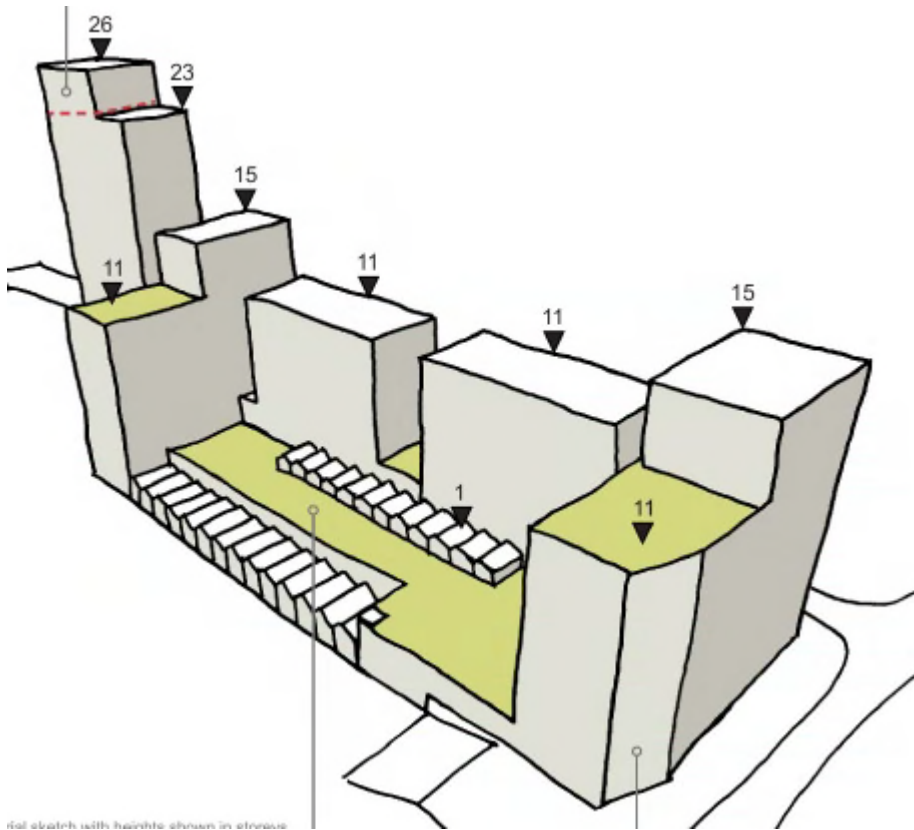
As detailed elsewhere within this report, the site comprises of a series of blocks – the 23/26 storey tower block (block A), two 'bookend' buildings at 15 storey (forming part of block B-E), 11 storey edge buildings to Dutton Street (forming part of block B-E) and commercial buildings to the new central avenue of public realm.

The developments scale and height has been designed to take account of its location and gateway position into the heart of the city centre. The overall scale of the development rises as you move away from New Bridge Street terminating at the tower element of the building of 23/26 storeys at the northern end of the site (block A). The built form forming block B-E – the bookends at 15 storey and the 11 storey edge buildings fronting Dutton Street, have been specifically designed to mark the entrance/access points into the development off New Bridge Street and Dutton Street, with a more modest 11 storey section marking the road edge.

The location of the tower element of block A at the north of the site is in line with the aspirations of the SRF. The 15 storey elements of block B-E is also a key design response which has been derived through a thorough design review reflecting the road hierarchy of New Bridge Street and Dutton Street. The orientation of blocks C and D, to face Dutton Street, also provides a strong design response to the road and maximise light into the apartments.

Block A is situated to the north of the site and has its main pedestrian entrance onto Dutton Street. The block is separated from block B-E by the new pedestrian stair case to the central avenue of public realm.

It is proposed that there will be a small commercial unit at the ground floor to activate this part of the site. Access to four car parking spaces will be provided from Dutton Street together with the main pedestrian entrance. The ground floor of this block will also provide a secure refuse and cycle store. The upper floors of block A consist of the residential accommodation. The orientation of the building means that all the apartments are dual aspect and not north facing. There are 8 apartments per floor with duplex accommodation on the upper floors.



Block B-E is situated on top of a podium that allows the topography of the site to be exploited. New commercial uses are situated at the lowest level of block B-E allowing the new central avenue to be activated. The layout again allows Dutton Street to be activated by townhouses providing regular openings together with the main entrance foyer to the upper floors of the blocks (and is positioned at the base of block C) providing interest to the elevation.

The ground floor of block B-E also contains the main central hub space which all the blocks will be able to access. The hub will contain landscaped gardens and other amenities including media room, entertaining suite, gym and open plan lounge. In addition, roof level amenity space will be provided on the 11th floor of block B-E taking advantage of the building stepping back. Within this amenity space there will be dining area, feature lighting, planting and sun terrace.

The floors above the central hub will contain the residential apartments which has been laid out too optimise natural light and privacy to each residential block. Within the SRF, the layout resulted in some apartments being north facing. The careful design of the scheme has removed this to ensure quality spaces by orientating the blocks differently.

The layout for block B-E also takes account of key residential management issues by creating loading bays of Dutton Street to easy moving in/out and refuse management. The cycle store is also located adjacent to the landscaped gardens which can also be easily accessed from New Bridge Street.

New Bridge Street is also activated through the location of a commercial unit located at the ground floor. The setting back of the building from highway edge will allow the impact of the road to be minimised and incorporate tree planting.



View at the junction of New Bridge Street and Dutton Street

It is considered that whilst the layout of the site has been informed by the topography, the careful consideration to the key frontages provides an innovative solution to the levels across the site.

In terms of materiality and detailed design, the common theme throughout the blocks will be masonry. In order to provide interest and variety to the facades of the blocks, two different textures have been selected for the façade material – red brown brick and burnt orange brick. The rationale for this choice is informed by the local context reflecting the industrial buildings within the Strangeways area.

The red brown brick will be used at the base of block B-E, for the 15 storey elements and block A. The burnt orange brick is considered to be the perfect partner for the red brown and the two tones will complement each other whilst still providing distinctive character to the blocks. The burnt orange brick will be used to edge the buildings and complete the 11 storey elements of block B-E.

In addition to the two predominant materials above, a number of the blocks will use a glazed brick. A glazed green brick will be used as an accent band running around the base of block B-E between the ground and the first floors.

In order to bring a distinctive design edge to the commercial units, and to provide a further link to the industrial heritage of Strangeways, a standing seam metal cladding will be used for the plant enclosures and also in a lightweight saw tooth arrangement

on the roofs along the central avenue. Double height spaces and generous glazing provide an attractive elevation to the public realm and also the opportunity for mezzanine spaces to be created. The overall effect will be a high quality façade offering vitality and activity to the new public realm.



View along the central avenue

In order that the lower aspects of the residential blocks reflect the quality of the facades of the commercial units, a two storey plinth is proposed for the 'bookend' and edge buildings of block B-E. The resulting effect is an opening that is arranged over two floors by using arches over the residential elements and two storey openings to the commercial elements. A glazed brick band will run between the ground and the first floor elements to help the transition in the scale of the building.

The townhouses along Dutton Street will also receive their own unique treatment with defensible space, footpath, gate and hedging. The Dutton Street elevation also contains the main entrance for block B-E and this is marked by forming two arches of similar portions to the townhouses. The entrance is marked by a canopy which extends out into the street and a recessed, glazed draft lobby. The recessed areas will be marked in the glazed brick work.



Entrance from Dutton Street (block A and B)

The upper floor window arrangement the edge buildings of block B-E are single punched window openings. Due to the lower height of this block, the top two floor windows are paired vertically to help reflect the overall scale of this element of the building.

The windows for the 'bookend' buildings also have their own distinctive design which separate them from the design of the windows for the edge building. Half brick module shadow gaps and a change in material from the red brown brick to brunt orange provide a high quality façade.

Block A, whilst separated physically from the other block, will retain a consistent language and materiality to block B-E. In order to emphasis to the step in height of this block from 23 to 26 storeys, the joint between the two elements is expressed with shadow gaps one brick wide. The base of the building is expressed with brick piers

and recessing the brickwork at first floor. Punched windows, similar to block B-E, with soldier course lintels provide a clear and consistent rhythm to the grid of the building. At the upper level of the building are deep recessed balconies offering views across the city.

Window frames, sills, heads and parapet cladding etc will all utilise powder coated aluminium elements to provide consistency and quality detailing.

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

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.

As part of the design process, the proposal has been subject to a Places Matter! review. The review was able to provide constructive feedback on the proposal and allow the design and architecture of the scheme to be independently tested.

The applicants design team are highly experienced and have designed a development that is informed by its context as well as drawing upon their experience and best practice.

The quality of the design will ensure an uplift in quality in this part of the city centre which will provide a catalysis and benchmark for future development in this part of the city.

Existing tree coverage

There are three individual trees and one tree group within the application site. The trees have low amenity value i.e. category C value 'trees of low quality when considered as individuals, although the group tree has a higher value (category B) when viewed as a collective i.e. 'trees of moderate value'.

The existing tree coverage will be removed from the site as a result of the development proposals. However, it is considered that the development suitably mitigates against this modest tree loss through the significant up lift in tree planting and soft landscaping as part of the proposal which is considered in further detail below.

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

The proposed development provides a unique opportunity to provide a high quality development with complementary public realm and landscaping that also seek to improve accessibility and connections to the wider City Centre.

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

- Exterior landscaping treatment (pavements)
- Central Avenue (primary pedestrian route through the site);
- Private amenity space landscaped courtyards.

The footways along New Bridge Street and Dutton Street will be upgraded to create a unified environment. This will not only improve the pedestrian experience around the application site but also help frame and set the new development. There will also be the opportunity for street tree planting along this frontages which will provide a much improved environment.

The proposed central avenue represents a significant portion of the site being utilised for new public realm. The position of the avenue will allow pedestrians to move easily within the site and beyond as it connects with a new pedestrian crossing across New Bridge Street.

The landscaping will be of the highest quality adopting a palette of natural stone with each side of the avenue being lined with semi-mature street trees which will face each other and align with the commercial frontages. The species of the trees will differ from those that will be utilised on the perimeter of the site offering a unique environment. Benches and lighting columns will be located in between the trees providing an inviting spaces to sit both during the day and night.

Across the exterior and central avenue landscaping, it is expected that up to 49 trees will be provided with more being proposed within the private amenity areas. The overall effect will be an enhancement to the local environment.

In order to connect the exterior landscaping to the central avenue, the pedestrian access route from both Dutton Street and New Bridge Street will be made inviting and accessible providing views across the site due to their elevated position. From Dutton Street, a small plaza will be situated with trees and seating which will then guide pedestrians to the steps down to the central avenue.

In order to ensure that the public realm is fully accessible, two new public lifts (one at Dutton Street and one at New Bridge Street) will allow connections across the site.

In terms of private amenity provision, a large central accessible roof top on the eleventh floor will be provided to serve the new residential community. In addition, there will be multiple roof tops on the 11th, 15th, 23rd and 26th floors of the development. These will provide private spaces for the residents to use alongside their own private balcony areas within their apartments.

Overall it is considered that the public realm and landscaping is considered to be of the highest quality to complement the well-designed buildings at the site. The spaces are accessible and durable and will help bring about the regeneration effects desired by this development.

Impact of the historic environment and cultural heritage

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

The urban grain around the site is a mixture of low quality surface level car parking and cleared sites, together with buildings on a large scale such as the Manchester Arena and other residential and commercial buildings located within the city centre boundary. The most notable listed building within close proximity to the application site are the Tower of HMP Manchester, main prison block and gatehouse, all of which are grade II listed.

There are, however, other structures in close proximity to the application site which have been considered within the applicant townscape and visual amenity assessment. These are: Cathedral Church of St Mary (Grade I), Cheetham Hospital (Grade I), Roman Catholic Church of St Chad (grade II), Former Synagogue (grade II), Victoria Station (grade II), Former corn exchange (grade II), detached block of school room (grade II), Fragment of Hydes Cross (grade II), South east wing of Cheethams Hospital (grade II), North Bridge (grade II), Manchester Parcel Post Office (grade II), Middle Bridge (grade II) and Stephenson Bridge (grade II).

The site is also close to the Cathedral and Shudehill Conservation Areas.

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

The proposal could have an impact on the setting of a number of listed buildings and heritage views. The views which have been judged to be affected are as follows:

- View point 1 – view from New Bridge Street – this view allows the grade II listed prison to be viewed in the same context as the proposal, in particular the tower. It is considered the views of the listed building from this vantage point are at best moderate. The tower element will remain visible as part of the development proposals resulting in no real change in terms of the view of the heritage asset and therefore no loss of significance. It is considered that the proposed development mitigate against this low level of harm by adding to the townscape and visual quality of this part of the city centre which is characterised by poor quality built form.
- View point 2 – view from the corner of Bridge Street and Great Ducie Street – this view point again allows a view of the prison, tower and gatehouse. The view has been judged to be of moderate significance as there are other views which allow a better appreciation of the heritage asset. As with view point, the

heritage asset will remain visible therefore resulting in no loss of significance. Whilst the proposed development will be seen in the context of this important listed building, any harm which does arise is suitably mitigated against due to the contribution the vary building heights across the development will present adding positively to the urban form and visual amenity of the area.

- View point 4 – view from Great Ducie Street – this view will have long ranging views of the NOMA estate and the listed CIS tower. This is considered to a low significance view of the listed building and there will remain the same view on completion of the development. In addition, the proposed development suitably mitigates against any low level of harm to its contribution to the skyline and quality of the architecture.
- View point 5 – view from Southall Street – this view is considered to be of low sensitivity. Although this is a modest view of the CIS tower, the tower is already largely screened by other built form. As such, this development will simply add to the cluster of buildings in and around this part of the city centre.
- View point 12 – view from Cathedral Gardens – this view contains a number of listed buildings including the Cheetham school of music. The development will be seen in the distance and will therefore not obscure the heritage assets.
- View point 13 – view from Victoria Street – this view is considered to be highly significant due to its historical value containing the grade I listed Cathedral church of St Mary and the prison tower. The view is also from within the Cathedral conservation area. This is a clear and uninterrupted view of the Cathedral. The impact of the development on this view is, however, considered to be negligible given the view will largely remain unchanged with only the taller block A element of the development visible in the foreground above the arena. This low level of harm is considered to be suitably mitigated against by the quality of the development in that it will contribute to the variety of building heights in this view.
- View 14 - View from Greengate – In the far distance of this view is the listed prison tower. The view of the tower will be retained and therefore no loss of significance to the heritage asset.

As detailed above, there a number of instances where the proposed development would be seen from the key views, which also contain heritage assets. It is considered that in the views identified the proposed development will not result in any loss of significance to the heritage assets and therefore harmful impacts.

Whilst there will be minor impacts to the views of the prison tower this are not considered to be unduly harmful and in most cases the views are not considered to be highly sensitive and will allow the heritage asset to be seen. As such, any modest level of harm is outweighed by the substantial regeneration benefits that would be derived from this high quality development.

As such, the impacts of the development amount to less than substantial harm as defined by paragraph 134 of the NPPF and can be suitably mitigated by the high quality and distinctive architecture that the buildings would bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 133 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

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

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

The proposal would regenerate a major site within the City Centre that currently have a negative impact on the area. The former Boddington Brewery site has been vacant for a number of years and now the conditions are ready to bring forward the first phase of development at the site. It would provide an appropriate mix of residential accommodation and supporting commercial uses that would provide a thriving residential led neighbourhood.

The proposal would also provide a significant amount of new public realm contributing positively to place making. These new public areas would be safe and accessible and add to the vitality and quality of the development.

The design, scale, massing and materiality of the blocks would respond positively and integrate successfully into the surrounding historic environment. The development has been influenced by the historic context particularly in respect of the material used and window arrangement which vary from block to block to allow a distinctive character to be created for each element.

As the above assessment has demonstrated, in most instances, the development will have a positive impact on views across the city and retain the setting of the heritage assets which are within those views.

In summary, the Heritage Statement submitted in support of the application in conjunction with the visual impact assessment concludes that there would be some impacts. There can be no doubt that this proposal would change this area and would change the setting of the heritage assets. However, as detailed above, it is not considered that the level of would be less than substantial with there being significant public benefits.

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

The proposed development would introduce high-quality, distinctive buildings of an urban scale and would therefore make a positive contribution to the wider townscape.

Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

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

Impact on Archaeology

An archaeological assessment has been undertaken for the site which has been considered by Greater Manchester Archaeology Advisory Service (GMAAS). The report notes that there is potential for early to mid-post medieval industrial, commercial and residential remains to be extant on the site. There is also a high potential for building remains associated with the former Brewery.

GMAAS note that the nature of the development will required significant ground interventions which will require the removal of most of the archaeological remains at the site. It has been recommended that the remains should be recorded prior to their destruction by any ground works.

Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains.

A condition should be imposed on the planning permission to this affect in order to satisfy the requirements of 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. Whilst there are two non-statutory designated sites (SBI) within 2 km of the site, these will not be affected by the development proposals. As such, the report has considered the impact of the development on bats, birds, other species and habitats.

It should be noted that the current conditions at the application site are poor in respect of potential habitats with the site being dominated by hardstanding and two vacant buildings and associated boundary treatment.

The ecology appraisal has been considered by the Greater Manchester Ecology Unit (GMEU). They concur with the findings of the report in that the buildings on site have a negligible potential to support roosting bats.

GMEU note that there are two walls within the application boundary that have been identified within the car park as having some features to support roosting bats. However, given the light pollution in the car park they consider that the amount of disturbance will mean roosting bats are unlikely.

Despite this, GMEU consider that it is not impossible that a temporary roost could be created. As such, it is recommended that prior to the dismantling of the wall a bat emergence survey shall be carried out to establish if bats are present. This should be included as a condition of the planning approval.

Furthermore, GMEU have requested that there shall be no clearance of vegetation within the bird nesting season and this should form a condition of the planning approval.

Invasive Japanese knotweed has been recorded at the site together with a species of cotoneaster. A condition should therefore be attached to any planning approval which provides a methodology for the control of these species.

The development proposals provide an opportunity for biodiversity enhancements at the application site. The significant improvement to the public realm at the site, including semi-mature tree planting, will improve the level of green infrastructure at the application site and the overall biodiversity of the site in line with policy EN9 of the Core Strategy.

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 a method for assessing daylight – Vertical Sky Component (VSC). 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 properties which were assessed are as follows:

- Beaumont Building (Residential with ground floor commercial);
- 9 Mirabel Street (Residential with ground floor commercial);
- 61 Great Ducie Street (Commercial);
- 125-147 Great Ducie Street (Commercial);

- 149 Great Ducie Street (Commercial);
- Travelodge (hotel);
- 45 Julia Street (Commercial);
- 6 Cheviot Street (Commercial);
- 28-32 Dutton Street (Commercial);
- The Booth Centre (Commercial);
- 22 Park Street (Commercial);
- 24 Pimblett Street (Commercial);
- 37 Park Street (Commercial);
- 27a Park Street (Commercial);
- 8-10 Dutton Street (Commercial).

With regards to the impact as a result of the development on daylight, the results show that there was no negligible effect on the Beaumont Building, 9 Mirabel Street, 61 Great Ducie Street, 125-147 Great Ducie Street, 149 Great Ducie Street and 45 Julia Street.

With regards to the other buildings identified, results show that there will be a localised impact on the remaining buildings with the effects summarised below:

- Travelodge – as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. Due to the position of the Travelodge to the west of the application, the closest elevation has 56 receptors of which 12 will experience a minor impact. Whilst it is noted that this impact is permanent, the nature of the use of the building together with its relative distance from the proposed buildings ensure that no unduly harmful impacts will arise;
- 6 Cheviot Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. A total of 14 receptors were considered for which 2 will experience a minor impact. The impact on this property will be permanent, however, it is located sufficiently far away from block A to ensure that no unduly harmful impacts arise;
- 28-32 Dutton Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. A total of 4 receptors were considered of which all four will be affected by the development. This property is located in close proximity to block A and therefore it is acknowledged that affects will arise due to the scale of this element of the proposed development. notwithstanding this, this property would have been impacted on when the former brewery was located at the site to some degree and therefore whilst there will be a more significant impact on this building, its commercial nature together with being located in a urban context will ensure the impacts are not unduly harmful;
- The Booth Centre - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. A total of 7 receptors have been identified again all will be affected by the development. This is due to the proximity with block A and whilst the impact will be permanent it is not considered to be unduly harmful due to the distance between the building and the proposed development;
- 22 Park Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. A total of 16 receptors have been

identified at this property with 5 being of moderate impact and 2 where a major change will result. As with the relationship of the Booth Centre, although the impact arises due to the proximity with block A, the impact is minimised due to the orientation and relative distance between the blocks in an urban context. As such it is not considered that any unduly harmful impacts will arise.

- 24 Pimblett Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. A total of 4 receptors have been identified of which only 1 will experience a moderate impact. The distance from the application site will assist in minimising the impacts on amenity therefore ensuring that no unduly harmful effects arise.
- 37 Park Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. This development is one of the closest to the proposed development. A total of 19 receptors have been identified result in moderate change for 2 and a major change for 8. The impacts are considered to be permanent, however, the relationship is not uncommon in this urban context and ensuring that the impacts are not unduly harmful.
- 27a Park Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. A total of 8 receptors have been identified all of which will experience a major impact as a result of the development. This is due to the close relationship to all of the proposed blocks. However, the development is separate by a road which will ensure that there remains sufficient space around the block to minimise and overbearing and overshadowing impacts;
- 8-10 Dutton Street - as this is a commercial building the sensitivity of the daylight impact is considered to be moderate. There are 16 receptors on the building of which 4 will experience a moderate impact and 12 a major impact. These impacts are considered to be localised and reflect the close proximity to the proposed blocks. However, given the urban context and the nature of the use within 8-10 Dutton Street the impacts are not considered to be unduly harmful.

In terms of the impact of the proposed development on sunlight availability only 37 Park Street and 8-10 Dutton Street will have a localised impact. The impact on the remaining buildings is considered to be negligible.

There were 8 receptors tested on 37 Park Street with regards to sunlight of which 5 will notice a major change and 3 a negligible one. With regards to 8-10 Dutton Street, 10 receptors were identified with all of them resulting in a major change to sunlight availability as a result of the development.

Overall it is considered that the impacts on the daylight and sunlight availability on surrounding properties is not considered to be unduly harmful. The majority of the more significant impacts are on the surrounding low rise commercial buildings, particularly those located to the north and east side of the application site as well as the Travelodge to the west. Notwithstanding these impacts, these properties are not considered to be highly sensitive receptors due to their commercial nature together with be adequately separated from the application site by the road network.

The two residential blocks (The Beaumont Building and 9 Mirabel Street), which are developments of the highest sensitivity, there will be no significant reduction in daylight and sunlight as a result of the development.

(b) Wind environment

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

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

(c) TV reception

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

The study has concluded that the proposal will have a neutral impact upon reception of television and radio broadcast services in the area.

It is recommended that a condition of the planning approval is that a post completion survey is undertaken to verify that this is the case and that no additional mitigation is required.

(d) Air quality

An air quality assessment has considered whether the proposal would change air quality during the construction and operational phases. 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 very low level of car parking provision across the site, thereby minimising trips and vehicle emissions, together with a commitment from the applicant to provide significant cycle parking so that residents can take advantage of the sustainable location. The boiler system installed at the site should meet current industry standards to also contribute toward minimising air quality emissions at the

application site. In addition, there will be a mechanical ventilation system installed across the site in order that air intake to the apartments is considered fresh and free from pollutants.

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

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

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

the area. In addition, it is recommended that the operating hours of the roof terraces and residents amenity areas are agreed in order to minimise any unduly harmful impacts on residential amenity.

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.

Each apartment, within all the blocks, will have internal waste storage within the kitchen areas. These areas will be large enough to accommodate separate storage of waste to allow separation of refuse, recyclable and compostable materials. Residents will then take their waste to the designated waste stores.

In block A, residents will deposit their waste directly within a specified refuse room on the ground floor adjacent to the lift and stair core meaning there is no reliance of refuse chutes. The refuse store will be above to accommodate 40 x 1,110 litre containers and 4 x 240 litre bins.

For blocks B to E, refuse chutes will be utilised. Refuse chutes will be located on each floor of the blocks adjacent to the building cores. The chute will separate the refuse and recyclable waste. The monitoring and management of the chutes will be the responsibility of the onsite facilitates management team who will monitor the available capacity within each chutes, exchange bins when they are full and ensure the refuse stores are kept clean.

Within blocks B to E, the waste requirements are as follows:

Block B – 23 x 1100 litre containers and 2 x 240 litre bins;
Block C – 19 x 1100 litre containers and 2 x 240 litre bins;
Block D - 19 x 1100 litre containers and 2 x 240 litre bins; and
Block E - 24 x 1100 litre containers and 3 x 240 litre bins

All refuse stores for blocks A to E are within 30 metres from all residential properties. The townhouses facing Dutton Street will have their own external storage area for waste within the defensible space by their front doors.

Three loading bays will be provided on Dutton Street for use by the refuse collection vehicles.

With regards to the commercial units, refuse and recycling will be undertaken directly from the each commercial unit on the central avenue.

The waste management arrangements are acceptable in principle with the final details being agreed by planning condition.

Fume extraction

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

Accessibility

All primary entrances to the commercial and residential entrances would be and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space.

There will be two disabled car parking spaces created on Dutton Street with the ability to create additional spaces if required. It is recommended that this is secured as a condition of the planning approval.

In order to ensure that the entire site is accessible, particularly due to the constraints presented by the topography of the application, two lifts will be provided within the application site (one off Dutton Street and one off New Bridge Street) to ensure the external areas of public realm are inclusive to all residents and visitors to the site.

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 Flood Risk Management Team who require 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 the drainage plan forms 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 very

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 particularly pedestrians there should be provision for a new pedestrian crossing across New Bridge Street. This is in recognition that the proposed development will result in a significant uplift in pedestrian movement in and around the application site and therefore entirely necessary in the interest of pedestrian and highway safety. The crossing will be positioned so it connects with the new section of public realm proposed as part of this planning application. The funds to secure the crossing will be secured as part of a section 106 legal agreement. It is considered that the provision of this crossing is a necessity in delivering this scheme at this location.

With regards to car parking provision, the development proposes a low provision scheme in recognition of the City Centre context and in close proximity to public transport infrastructure. There will be 4 on site car parking spaces within block A together with the creation of 2 on street disabled bays adjacent to block B-E. The proposals will also see the creation of 4 car club bays.

This low level of car parking is entirely in accordance with the guidance within the Core Strategy and the Residential Quality Guidance which states that the constraints of the development site and the close proximity of public transport should be a key consideration when considering the level of onsite provision.

Providing additional onsite parking would compromise the quality of the scheme by creating 'dead' frontages along Dutton Street and reducing the level of amenity space and public realm delivered by this proposal. Research as part of the applicants planning submission and Environmental Statement indicates that there are several off street car parks near the site providing over 4000 spaces within a 10 minute walk. Indeed, there are over 2500 spaces within the Manchester Arena, Manchester Victoria train station and the Arndale alone.

Notwithstanding this low level of car parking approach, the applicant recognises that it is vital that residents parking needs are supported. There will be access to season tickets to the nearby car parks together with other initiatives within the travel plan for the development which includes access to car club and secure cycle parking.

It should also be noted that in developing the wider former Boddingtons site there will be opportunities to include the provision of a multi-storey car park as required by the Boddingtons SRF. Residents of this development will have the opportunity to access these spaces on a season ticket basis.

The proposal will include in excess of 100% secure cycle parking spaces (868) within a dedicated cycle store in the basement of the building. There will also be the opportunity to improve the footways along Dutton Street which will be of benefit to both pedestrians and cyclists.

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

There would be no significant impacts on the capacity of the local highway network. Servicing arrangements for the residential properties will take place from Dutton Street where three loading bays will be provided. In terms of the commercial properties, servicing will take place on the new central avenue on the western area of the site. Access to the central avenue will be from Great Ducie Street.

Alterations to the highway will be necessary to facilitate the development together with Traffic Regulation Orders introducing and amending to ensure the highway network remains safe. These measures will include:

Amendments to the existing TROs along Dutton Street:

- Inclusion of 3 loading bays
- Relocation of 4 Car Club Bays
- Addition of 2 disabled bays
- Relocation of 7 Coach bays (Dutton Street/ Park Street)

Vehicular crossovers reinstatement/new and re-instatement of footways.

These measures would all be secured by planning condition.

Highway Services have considered the proposal and not raised any objection to the proposal. As such, it is considered that whilst the development will result in a significant uplift in pedestrian and vehicular movements in this part of the City, together with the loss of an existing commuter car park, these impacts would not have an unduly harmful impact on the local highway network.

The effects of the development are mitigated through the improvements to the public realm and areas of highway together with successful travel planning initiatives which will help residents 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.

Ground conditions

Initial site investigation work has revealed that there are some complex ground conditions associated with the application site, as well as the presence of historical above ground tanks. The ground conditions information submitted with this planning application have been considered by Environmental Health and the Environment Agency. It is concluded that measures will need to be put in place to ensure that contamination does not become mobilised during construction to pollute controlled waters given the application site is situated upon a principal aquifer.

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

The principal concern which has been raised as part of the statutory notification process is the loss of the commuter car parking at the site together with the impact on traffic, congestion and air quality. In addition, concerns have been expressed with regards to the lack of onsite car parking and the impact this would have on local businesses during the construction and operational phases of the development.

In response to these comments it is noted that the application site forms part of the wider strategic regeneration framework in order to realise the redevelopment of the former Boddington Brewery site. This development is entirely in accordance with this strategy and will form a first phase in realising this vision together with acting as a catalyst for future development activity on the wider site. The resulting effect will be a high density residential led development supported by new commercial activity and public realm. This is paramount to meet the population growth of the city and satisfy increase demand for a wider variety of housing types and sizes.

There is a limited presence of onsite car parking. However, the applicant has supported their proposal with a clear and robust car parking strategy which seeks to take account of the close proximity to the high number of car parks in the local area. The applicant is committed to supporting residents with their parking needs and has already established that there is capacity within the local car parks to accommodate this. In addition, provision will be made for car club bays on Dutton Street and residents will be encouraged to take advantage of this provision through the site wide

travel plan. There will be 868 secure cycle spaces for the 556 apartments which will represent a significant investment in alternative transport modes. The application site also within close proximity to Manchester Victoria Train Station which allows access to rail, tram and bus services across the city and beyond.

There will also be significant on site investment into new, accessible public realm. In addition, agreements have been put in place with the applicant to fund a new pedestrian crossing across New Bridge Street to the new public realm to improve connectivity to the wider city centre.

The SRF details that a wider strategy to meet car parking needs will be developed for the later phase(s) which could include the provision of a multi-storey car park which residents of this development will have access to. This will also include provision for electric car charging points which will assist in minimising air quality impacts from vehicles.

The impacts of the construction phase, particularly construction vehicles, of the development will be considered as part of a detailed construction management plan which will form part of the conditions of the planning approval.

Permitted development

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

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

Construction management

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

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26

of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Cumulative impacts

A cumulative impact assessment has been undertaken within the Environmental Statement. This has considered whether there are any significant major, moderate, minor or negligible impacts on the environment during the construction and operational phases of development.

For the construction stages, the assessment has concluded that there will be some moderate to minor impacts from the construction process of neighbouring residential properties with the effects being minor to negligible. For the neighbouring commercial properties these same effects are reduced to negligible to minor.

In terms of the impact on the highway network, the effects have been thoroughly tested. Whilst there will be some minor adverse effects in local streets and key roads, these are considered to be of local significance only.

As detailed elsewhere within the report the cumulative impacts with regards to the designated and non-designated heritage assets are considered to be at best minor with there being no cumulative impacts with other development.

With regards to views, visual setting and townscape all the impacts are considered to be negligible to slight with the main effects being on the openness of the area.

There will be moderate impacts on water resources, moderate to beneficial impacts on the local population (due to employment and footfall into the area) and negligible impacts on human health.

It is considered that there will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

For the operational phases of the development, the cumulative effects in the nearby residential properties are not considered to be unduly harmful. In fact the assessment demonstrate that there will be negligible effects on daylight and sunlight and minor beneficial impacts with regards to socio-economic facts, and health and wellbeing. There will be some moderate impacts on the wind environment which can be suitably mitigated through the design features of the scheme.

Highways, traffic, heritage, visual, water and air quality, are all likely to give rise to minor to negligible cumulative effects. The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and this measures are secured by planning condition.

Legal Agreement

The proposal shall be subject to a legal agreement to secure money to install a pedestrian crossing across New Bridge Street. This crossing is essential to the place making of the scheme together in order to connect the site with the wider city centre. The crossing is also necessary in the interest of highway and pedestrian safety. New Bridge Street is a busy road and in order to ensure residents and visitors are safe crossing this major highway, the works are considered paramount to ensuring this.

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.

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 application site 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 policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction

on these rights posed by the of the application is proportionate to the wider benefits of 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 section 106 agreement in relation to a pedestrian crossing across New Bridge Street and a financial contribution to off site affordable housing**

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, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

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

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

Drawings

A2943 100 R1, A2943 120 R1, A2943 121 R1, A2943 150 R1, A2943 198 R16, A2943 199 R16, A2943 200 R16, A2943 201 R16, A2943 202 R16, A2943 203 R15, A2943 204 R14, A2943 205 R14, A2943 206 R14, A2943 207 R14, A2943 208 R14,

A2943 209 R14, A2943 210 R14, A2943 211 R15, A2943 212 R14, A2943 213 R14, A2943 214 R14, A2943 215 R14, A2943 216 R14, A2943 217 R14, A2943 218 R14, A2943 219 R14, A2943 220 R14, A2943 221 R14, A2943 222 R14, A2943 223 R11, A2943 224 R12, A2943 225 R10, A2943 226 R10, A2943 300 R7, A2943 301 R5, A2943 302 R5, A2943 303 R5, A2943 304 R5, A2943 305 R5, A2943 400 R8, A2943 401 R8, A2943 402 R8, A2943 403 R8, A2943 410 R7, A2943 411 R7, A2943 412 R7, A2943 413 R7, A2943 414 R7, A2943 415 R7, A2943 420 R7, A2943 421 R7, A2943 422 R7, A2943 423 R7, A2943 424 R7, A2943 425 R7, A2943 500 R1 and A2943 501 R1 all stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018

Supporting Information

Environmental Statement (including the following documents, construction management and phasing, socio-economic, townscape and visual impact, archaeology and visual impact, noise and vibration, transport, air quality, water resources, sunlight, daylight and overshadowing and wind microclimate), design and access statement prepared by Assael, planning and tall building statement prepared by Deloitte Real Estate, public realm and landscaping strategy prepared by Urban, Environmental Standards statement prepared by Hilson Moran, Statement of Consultation prepared by Deloitte Real Estate, phase 1 desk based ground conditions report prepared by Wardell Armstrong, Ecological Assessment prepared by Wardell Armstrong, Arboricultural assessment prepared by Wardell Armstrong, Crime Impact Statement (version A) prepared by Design for Security at Greater Manchester Police, Ventilation strategy prepared by Hilson Moran, TV reception study prepared by Hilson Moran, residential management statement prepared by Urban Bubble and commercial strategy prepared by Future City all stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018

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

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

5) No development shall take place for a phase of development until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. A phase of development shall not be occupied until the site investigation

has been completed in accordance with the approved WSI. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording to include:
 - a. specific desk-top research
 - b. evaluation through trial trenching
 - c. informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)
- b. A programme for post investigation assessment to include:
 - a. analysis of the site investigation records and finds
 - b. production of a final report on the significance of the archaeological and historical interest represented.
- c. Dissemination of the results commensurate with their significance, including
 - a. provision for interpretation panels and a booklet.
- d. Provision for archive deposition of the report 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 investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

6) Notwithstanding the water resources section of the ES stamped as received by the City Council, as Local Planning Authority on the 19 January 2018, (a) Prior to the commencement of a phase of development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. For the avoidance of doubt this shall include:

- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- 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 including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The phase of development shall then be constructed in accordance with the approved details, within a previously agreed timescale. (b) Prior to the first occupation of the phase of development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

7) Notwithstanding the phase 1 desk based ground conditions report prepared by Wardell Armstrong stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, (a) before a phase of development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of detailed site investigation proposals;
- Submission of details of liaison with a UXO specialist to complete a detailed threat assessment of the risk of UXO prior to any intrusive site investigation works and site development;
- Submission of an updated site investigation and risk assessment report;
- Asbestos management report
- Submission of a remediation strategy.

The development shall then be carried out in accordance with the approved details.

(b) When the phase of 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 prior to the first occupation of the residential element of a phase of development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

8) Prior to the commencement of a phase of development, a detailed construction management plan outlining working practices during 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;
- 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.

Each phase of development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to any above ground works associated with a phase of development, (a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development 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) for each phase of development. The approved materials shall then be implemented as part of each 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.

10) Prior to the first occupation of the residential element of each phase of development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted for approval in writing by the City Council, as Local Planning Authority.

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

- 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.

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).

11) Prior to the commencement of a phase 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 pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

12) 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).

13) Prior to the commencement of a phase of development (including vegetation clearance) a methodology for the control of invasive species shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented in full as part of each phase of the development.

Reason – In order to prevent the spread of Japanese knotweed pursuant to policy EN15 of the Manchester Core Strategy (2012).

14) A bat dawn re-entry survey is to be undertaken prior to the demolition works commencing and submitted to the City Council, as Local Planning Authority, for approval in writing to confirm roosting potential for the two walls within the car park area.

If any time bats are found then a method statement for the demolition including for the protection of any bats is agreed in writing by the City Council, Local Planning Authority prior to demolition works commencing. Any method statement for demolition 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).

15) Notwithstanding public realm and landscaping strategy stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018 prior to the first occupation of the residential element of each phase of this development details of a

hard and soft landscaping treatments (including tree planting and boundary treatments) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the residential element within each phase is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

16) The development hereby approved shall be carried out in accordance with the Environmental Standards prepared by Hilson Moran statement stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018. A post construction review certificate/statement 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.

17) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, prior to the first occupation of the residential element and first use of each commercial unit with each phase, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the residential element and each commercial unit for each phase and 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 and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, (a) prior to the first use of each commercial unit and gym area within each phase as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of each of the commercial units and the gym area within each phase. The measures implemented shall be 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 and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, (a) prior to the first occupation of the residential accommodation within each phase hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential accommodation within each phase. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance 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) (a) Prior to the first occupation of the residential accommodation within each phase and (b) first use of the commercial units hereby approved within each phase, the refuse arrangements and waste management strategy for (a) and (b) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first occupation of the residential element and first use of the each commercial unit within each phase and thereafter be retained and maintained in situ for as long as the development remains in use.

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

21) Prior to the first use of each of commercial units within each phase, as indicated on drawing 103_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units within each phase and thereafter retained and maintained in situ.

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

22) Prior to the first use of each of the commercial units within each phase as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, details of any roller shutters to the ground floor of the premises shall be submitted for

approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units within each phase 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).

23) 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. Full details of such a scheme for each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme for each phase shall be implemented in full prior to the first use of the residential element within each phase of 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 the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

24) 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.

25) 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).

26) Prior to the first use of each commercial unit within each phase, as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for each respective unit and shall thereafter be retained and maintained.

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

27) Prior to the first use of the communal roof terraces the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The roof terraces shall then operate in accordance with the approved hours.

Reason – In the interest of residential amenity 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).

28) The commercial units as shown on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

29) The commercial units, as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018 can be occupied as A1, A2, A3, B1 or D1 (with the exception of a place of worship). The first use of the each 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 units, as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, are occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

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

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

31) Notwithstanding the management plan strategy stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, for Block B-E only, prior to the first use of the residential element of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of Block A 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 2010, 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.

33) The development of each phase shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018. The development shall only be carried out in accordance with these approved details. The development within each phase hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

34) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018.

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 occupation of the building within each phase, a Travel Plan 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).

35) Prior to the first occupation of the residential building element within each phase, the provision of the cycle spaces/provision, as indicated on drawings A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018 shall be implemented prior to the first occupation of the residential element of each phase of the development hereby approved and retained and maintained in situ 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).

36) Prior to the first occupation of the residential element within block A of the development hereby approved, the car parking layout, as indicated on drawing A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018 shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason – To ensure 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 use of the residential element within the first phase of the development hereby approved, a scheme of highway works and details of footpaths

reinstatement/public realm in relation to 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:

- Amendments to the existing TROs along Dutton Street:
 - Inclusion of 3 loading bays;
 - Relocation of 4 Car Club Bays;
 - Addition of 2 disabled bays;
 - Relocation of 7 Coach bays (Dutton Street/ Park Street).
- Vehicular crossovers reinstatement/new and resurface footways around the perimeter of the site on Dutton Street and Trinity Way frontages;
- Widening of footway at corner of junction of Dutton Street/New Bridge Street around the perimeter of the site.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element within the final phase of the development hereby approved 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).

38) Notwithstanding the TV reception survey prepared by Hilson Moran, stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

39) Within 6 months of the residential element of each phase of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first occupation of each phase of the residential element of the development hereby approved, details of the provision to promote car hire scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of each phase of the residential element of the scheme and thereafter retained and maintained in situ.

Reason – to promote sustainable travel options and choice at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first use of any commercial unit within each phase of development as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of each phase of the development.

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

41) Prior to the first use of the first commercial unit(s) within each phase of development as indicated on drawings A2942 198 R16, A2943 199 R16 and A2943 200 R16 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2018, a servicing strategy for deliveries and refuse collection for the units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented as part of each phase of the development and be in place prior to the first use of commercial unit to which each scheme relates.

Reason – In the interest of adequate servicing pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

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: 118831/FO/2018 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.

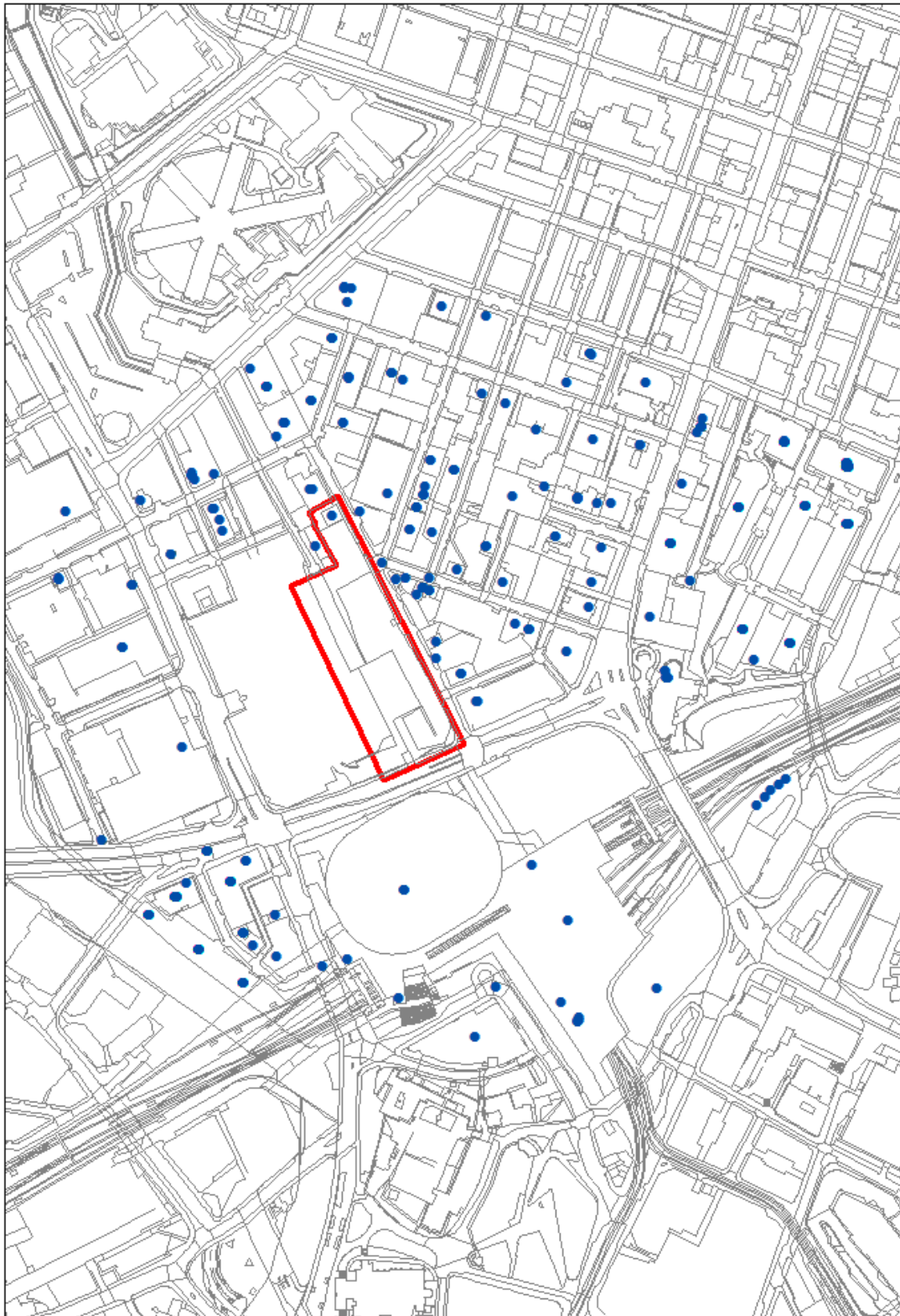
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
Strategic Development Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Amenity Societies
Greater Manchester Ecology Unit
National Planning Casework Unit
Salford City Council

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:

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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