



Planning and Highways Committee

Date: Thursday, 30 July 2020
Time: 2.00 pm
Venue: Virtual meeting - https://manchester.public-i.tv/core/portal/webcast_interactive/485369

Everyone is welcome to attend this committee meeting.

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Under the provisions of these regulations the location where a meeting is held can include reference to more than one place including electronic, digital or virtual locations such as Internet locations, web addresses or conference call telephone numbers.

To attend this meeting it can be watched live as a webcast. The recording of the webcast will also be available for viewing after the meeting has ended.

Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Nasrin Ali (Deputy Chair), Shaukat Ali, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson and White

Agenda

1. Urgent Business

To consider any items which the Chair has agreed to have submitted as urgent.

1a. Supplementary Information on Applications Being Considered

The report of the Director of Planning, Building Control and Licencing will follow.

2. Appeals

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

3. Interests

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

4. Minutes

To approve as a correct record the minutes of the meeting held on 12 March 2020.

7 - 14

5. 126669/FO/2020 - Land Bound By Old Mill Street and Great Ancoats Street, Manchester, M4 6EE - Ancoats and Beswick Ward

15 - 64

The report of the Director of Planning, Building Control and Licensing is enclosed.

6. 126668/FO/2020 - Land Bound by Silvercroft Street, Crown Street and the Mancunian Way, Manchester, M15 4AX - Deansgate Ward

65 - 154

The report of the Director of Planning, Building Control and Licensing is enclosed.

7. 125655/FO/2019 - Water Street, Manchester, M3 4JQ - Deansgate Ward

155 - 208

The report of the Director of Planning, Building Control and Licensing is enclosed.

8. 126648/FO/2020 - Water Street, Manchester, M3 4JQ - Deansgate Ward

209 - 266

The report of the Director of Planning, Building Control and Licensing is enclosed.

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|-----|--|-----------|
| 9. | 125573/FO/2019 - Plot 11 First Street Comprising Land Bound by Hulme Street to the North, Wilmott Street to the East, the Unite Parkway Gate Development and Mancunian Way to the South and Medlock Street to the West, Manchester - Deansgate Ward | 267 - 366 |
| | The report of the Director of Planning, Building Control and Licensing is enclosed. | |
| 10. | 125635/FO/2019 - Tatton Arms, Boat Lane, Northenden, Manchester, M22 4HR - Northenden Ward | 367 - 406 |
| | The report of the Director of Planning, Building Control and Licensing is enclosed. | |

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak for up to 4 minutes.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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Planning and Highways Committee

Minutes of the meeting held on Thursday, 12 March 2020

Present: Councillor Curley (Chair)

Councillors: Nasrin Ali, Andrews, Y Dar, Davies, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson and White

Apologies: Councillors Shaukat Ali and Flanagan

Also in attendance: Councillors Igbon, Kilpatrick, Leech and Wright

PH/20/23 Supplementary Information on Applications Being Considered

A copy of the late representations that were received in respect of applications, since the agenda was issued, was circulated.

Decision

To receive and note the late representations.

PH/20/24 Minutes

Decision

To approve the minutes of the meeting held on 13 February 2020 as a correct record.

PH/20/25 125799/FO/2019 – John Dalton West/John Dalton Tower Chester Street M1 4GD – Deansgate Ward

The application related to the demolition of the existing John Dalton West Building and associated structures, and erection of a new 7 storey education building for the Faculty of Science and Engineering, physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.

The Planning Officer drew the Committee's attention to a comment from a local resident which had been forwarded by Councillor Johns who supported this resident's comments. The resident supported the scheme but requested that there should be no construction traffic on the street and requested that the developer support foot and cycle access around the Mancunian Way. The Planning Officer then confirmed that a pedestrian crossing had been included as part of the plans and would be positioned on Cambridge Street, also confirming that the developer will have a construction management plan with regard to construction vehicles.

The applicant then addressed the Committee and explained that the new building was for Manchester University stating that staff and students were constrained on the current site and there was an overall need for modernising the facilities. The new build would support the science faculties and, if approved, would attract staff and students on an international level whilst also strengthening local partnerships, such as with NHS Manchester. Furthermore, the facilities would promote forms of sustainable travel in reducing parking spaces for personal use.

Councillor Davies, who represents Deansgate Ward, welcomed the application stating that MMU was an important component in Manchester's approach to developing strategies to counter future health issues. However, Councillor Davies raised a concern about the consultation area and felt that some residents adjacent to the proposed development had already been impacted by other recent developments. Councillor Davies requested that MMU maintain a dialogue with local residents and do their utmost to have a minimal impact on those living nearby.

Councillor Andrews proposed to move the application and the Committee gave this their unanimous support.

Decision

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted.

PH/20/26 123983/FO/2019 – 1 Salmon Street Manchester M4 1AA - Piccadilly Ward

The application related to the renovation of the vacant building at 1 Salmon Street, near Shudehill in Manchester's Northern Quarter. The application was requesting a mixed use Café and Drinking Establishments, serving only cold food. The ground floor and upper levels would operate as two separate business but would be operated and managed by the applicant.

The Planning Officer had nothing further to add since providing the Late Representations on the application.

The applicant stated they did not wish to comment either but would be happy to answer any questions.

Councillor Lyons questioned whether waste from the premises would be stored on site before being put out for collection. The Planning Officer confirmed that there was an internal waste store as part of the report.

Councillor Lyons then proposed to move the application and the Committee gave this their unanimous support.

Decision

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted.

PH/20/27 124302/FO/2019 Land bounded by Chester Road, Hulme Hall Road & Ellesmere Street M15 4JY - Hulme Ward

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 13 February 2020 to enable a site visit to take place.

The application was for the demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from eight to eighteen storeys in height. The development consists of three hundred and sixty-six residential units, two hundred and seventeen square metres of commercial floor space, associated car and cycle parking within a basement level, public realm and landscaping, access and servicing arrangements and other associated works.

The site is located on the north east side of the junction of Chester Road and Hulme Hall Road, and is within the St Georges area of Hulme. It is bounded by Hulme Hall Road, Chester Road and Ellesmere Street.

The Planning Officer had nothing further to add since providing the application report.

A local resident spoke at the meeting as chair of a local community forum to object to the application on the grounds that there had not been any consultation with the forum. She spoke of concerns around a “gated community” feel to the development which would exclude current residents and also explained concerns around the increased population in the area relating to the three hundred and sixty six new dwellings proposed in the application and the strain it would put on traffic and local amenities. The local resident spoke of concerns about the height of the proposed dwellings and questioned why Hulme Ward was being considered for such high rise buildings of eighteen storeys.

The applicant then addressed the Committee stating that the development was on a brownfield site and that the design and materials were sympathetic to the rest of the immediate area. The applicant confirmed the amount of dwellings as three hundred and sixty six apartments comprising of one, two and three bedroomed options and stated that the development would enhance the Castlefield area. There would be a communal space, tree lined areas, roof gardens and appropriate lighting. The applicant added that, overall, this development would provide high quality accommodation. The applicant stated further that the development would provide construction jobs, supply the City Council with £600,000 per annum in Council Tax and was meeting concerns around Climate Change in providing generous cycle parking and electric car charging on site.

Councillor Igbon and Councillor Wright, both representing Hulme Ward, spoke of concerns about the application. Councillor Igbon stated that she had worked with the applicant and local residents and felt that there were serious concerns in treating the St George’s area as though it was the City Centre and allowing developments under City Centre regulations to be considered. Councillor Igbon stated that she could not support the application, making comment that it was at odds with the City Councils own Climate Emergency Policy with regard to the increased traffic the application

would bring about if approved. This development, she stated, would not help or house any of the current local residents in the Hulme Ward. Councillor Wright made comment that there was talk of the St George's area being treated as the City Centre and part of Castlefield and refuted these claims, confirming the area is within Hulme Ward. Councillor Wright continued to say that there was a large wall that appeared to keep current residents out, that daylight rules for the development were as applied for with a City Centre development and therefore not in keeping with the area. Councillor Wright confirmed that she was not opposed to the development of this site but was against this particular application, mentioning the City Council's own Climate Emergency Policy with regard to the likelihood of increased traffic attached to three hundred and sixty six dwellings.

The Planning Officer confirmed that Hulme Ward as a whole did not sit within an area for City Centre rules regarding planning applications but, that this specific area of Hulme did and, as such, the proposals complied with the relevant policies.

Councillor Hitchen raised her concerns regarding the density of population on the site and stated that she would not support the application.

Councillor Lovecy had concerns about the proposal, stating that the plans seemed to present an "inward looking" development that did not represent integration with current residents. Further concern was raised by Councillor Lovecy as to the provision of local amenities to support the increased population, such as Doctors and Dentists. The Planning Officer addressed this latter concern stating that the ground floor commercial premises made provision for health centres.

Councillor White confirmed he felt unable to support the project too, adding that there was a lack of affordable housing within the application and also nothing presented as adding to the nearby St George's park.

Councillor Lyons felt that the area itself did need re-developing but stated that this application was for too large a development for him to support.

The Planning Officer stated that the profit for the developer was marginal and therefore, a contribution to the park was not possible. The Planning Officer confirmed to the Committee that the development was not a gated community and included a street that ran through the site.

Councillor Davies had concerns around the consultation, initial proposal for the number of residents which appeared to have doubled and could not think of a comparable development in the City Centre. The Head of Planning confirmed to the Committee that the concern raised about consultation was not in relation to that carried out by the Planning Service; comments raised about pre application consultation was not relevant to the decision making process and assured the Committee that the development as a whole had been assessed against the relevant policies.

At this point, Councillor Lovecy stated that she was minded to refuse due to overdevelopment and Councillor Andrews supported this motion.

Voting for the application was split at 6 for and 6 against with The Chair of the committee, Councillor Curley, using a casting vote to make a majority of the Minded to Refuse vote.

Decision

Minded to refuse due to the negative impact of the proposed development on the character of the area by virtue of the height of the development proposal and the proposed increase in population to the immediate surroundings, creating the likelihood of increased traffic, which is counter-intuitive to the Climate Emergency Policy, and strain on local amenities if allowed.

The application was deferred and the Director of Planning asked to bring a report back which addresses the concerns raised and whether there are reasons for refusal that could be sustained.

PH/20/28 125186/FO/2019 - Riverside Lodge, 208 Palatine Road, Manchester, M20 2WF – Didsbury West Ward

This application was reported to the Committee on 13 February 2020. As Members resolved that they were minded to refuse the proposal, the application was deferred with the Committee requesting that a report be brought back which addresses these concerns and provide further consideration of potential reasons for refusal.

Reasons for refusal were now included and outlined as “impact on residential amenity, due to construction work and in particular noise and disturbance and the loss of use of the lift for a period of time. Loss of part of the green area fronting Palatine Road.”

Riverside Lodge is residential complex on Palatine Road consisting of 34 flats split into two blocks. Block A is 4 storeys in height (flat nos. 1 to 16), while block B is a part 4/part 5 storey building housing flat nos. 17-34. The ground floor levels of both buildings are elevated as they sit on top of undercroft parking facilities for 34 cars. To the front of the blocks is a hard surfaced area used for servicing and parking, while at the rear there is a communal lawned area. To the west of the site is a wooded area and beyond that stands the Green Belt. To the east of the site, on the opposite side of Palatine Road, stands a modern residential development set behind a Site of Biological Interest. To the north of Block B is another strip of woodland, beyond which stands three detached dwellinghouses. Riverside Court, a 3 storey residential complex of 24 flats lies to the south of Block A. The row of trees along the rear boundary of the site are protected by a Tree Preservation Order and the site is located within Flood Zone 3.

The Planning Officer informed the Committee that issues had been addressed since the previous minded to refuse decision.

A local resident, objecting to the application, spoke of the flood risk, loss of grassy area to support a proposed car park but expressed her highest concern at the temporary loss of the use of the lift within the building and disabled parking bays if the development were to be agreed.

Councillors Kilpatrick and Leech, representing Didsbury West Ward, were present to address the Committee with their objections. Councillor Kilpatrick spoke of his concern with regard to the current residents and that those with mobility issues would be the most affected by the loss of use of the lift and parking areas. Councillor Leech thanked the Committee for their decision of minded to refuse in February 2020 and highlighted the loss of a fire escape and loss of parking, more than likely leading people to park illegally on the main road, both leading to safety risks. Councillor Leech made further comment that a condition which allowed the building to be erected in the past would have to be broken in order to carry out this development and questioned the initial decision which allowed the development of these residential premises in 2014.

The Planning Officer made comment with regard to the flood risk that the Council's Flood Risk Management Team and Environment Agency were satisfied with regard to the development and stated that a minded to refuse decision could not be based on temporary measures.

The Director of Planning confirmed to the Committee of the process for bringing back the original report with a supplementary report which addresses concerns; a potential reason for refuse decision.

Councillor Andrews then gave his minded to refuse decision based proposed car parking, as set out in the report at page 132. Councillor White seconded this vote.

The Committee voted eleven to Refuse the application with one abstention.

Decision

To refuse the application on the grounds that the proposed car park forms a visually intrusive feature and will result in the loss of part of an existing landscaped strip to the detriment of visual amenity and landscaped character of this part of Palatine Road, contrary to Policy DM1 in the Manchester Core Strategy.

PH/20/29 121828/FO/2018 – 351 Palatine Road Northenden M22 4FY – Northenden Ward

The site consists of a terrace of commercial properties, namely 349 to 359 Palatine Road, located with the Northenden District Centre. The properties are currently vacant but were last used as a beauty salon, a café and a bar on the ground floor, with associated commercial space above. The applicant is proposing to demolish the existing terrace and replace it with the following:

Erection of a 4 storey building consisting of a ground floor commercial unit (226m²), with 16 two bed apartments above. Creation of 15 parking spaces at the rear of the site, access to which would be via the existing access road at the side of the property. Two of these spaces would be disabled parking spaces. Erection of an external bin and cycle store.

The Planning Officer stated that he had nothing further to add to the report.

The applicant stated that he had nothing to add either but was available to answer any questions. Councillor Madeline Monaghan stated that she welcomed this application for Northenden Ward.

Councillor Andrews proposed to move the application and the Committee gave this their unanimous support.

Decision

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted.

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Application Number	Date of Appln	Committee Date	Ward
126669/FO/2020	6th Apr 2020	30 th July 2020	Ancoats & Beswick Ward

Proposal Erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works

Location Land Bound By Old Mill Street & Great Ancoats Street, Manchester, M4 6EE

Applicant Waterside Places Ltd, C/o Agent,

Agent Mr Jay Patel, Savills UK Ltd, 12 Booth Street, Manchester, M2 4AW

Description

The application site is located to the north-east of Manchester City Centre, and is a broadly rectangular piece of land measuring approximately 0.18ha in size. The site currently comprises brownfield land which has been in most recent use as a construction compound for nearby developments.

The application site fronts onto Great Ancoats Street and Old Mill Street whilst the part 21/ part 9 storey Phase 1 Islington Wharf development is located immediately to the south-east. The former Central Retail Park is located on the opposite side of Old Mill Street to the north and west of the site. The site forms part of a wider site that has over a period of 12 years been developed to provide residential led development over three distinct phases. These phases have successfully changed the character of this part of Great Ancoats Street forming distinctive design approaches such as the 21 storey phase 1 development adjacent the site.



View looking east along Great Ancoats Street towards the site

The location of the site on a busy road junction gives it a particularly prominent location. This prominence is more pronounced given the scale of development that

has taken place from the earlier phases of the wider Islington Wharf development and the current development taking place on the south western side of Great Ancoats Street as part of the 31 storey 'Oxygen' residential development scheme.

There are a number of heritage assets within the vicinity of the application site which include a Grade II listed Lock Keepers Cottage to the east and two further listed canal locks. The tow path bridge adjacent to the Cottage is a listed bridge structure as is the lock adjacent to the completed Phase 1 Islington Wharf residential development. These heritage assets whilst in proximity are separated physically and visually from the application site by the previous phases of development.

The wider area has been subject of targeted regeneration activity over a long period of time as part of the New Islington Millennium Community project which encompassed the creation of Cotton Field Park and canal basin, new and replacement housing development, a school and other large scale residential schemes.

Application proposals

The planning application proposals involve the erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works.

The proposals would be in the form of a stepped development with the 16 storey element being sited at the junction of Great Ancoats Street/ Old Mill Street and the 11 storey element being sited on the northern corner of the site facing towards Old Mill Street and the recently completed Phase 3 building which rises to 10 storeys closest to the application site.

Residents would access the building on foot via the main foyer located on the Old Mill Street frontage or via a level access ramp from the car parking area, a separate access for the ground floor commercial unit is also provided from Old Mill Street. A bike store providing 106 spaces would be sited on the ground floor accessed directly from an entrance on Old Mill Street.

Surface car parking for 19 cars including 4 disabled access spaces, together with 9 electric vehicle charging points which would be sited to the rear and side of the building adjacent to the Islington Wharf Phase 1 building accessed via a secure gate from the existing access road leading from Old Mill Street. This unadopted access road also provides access to the car parking associated with the Phase 1 development together with access to the Phase 3 development. Waste collections takes place from this road which would remain unaltered as part of these application proposals.

The ground floor also provides a bin store for the apartments accessed internally via the foyer and a commercial bin store located to the rear of the building.



Proposed Ground floor layout plan – Blue is pedestrian access, Green cycle store, Purple vehicular access

The proposals incorporate areas of landscaping to the Great Ancoats Street frontage, the Old Mill Street northern corner of the site and within the surface car park.

The proposals would provide 33 one bedroom 2 person apartments and 73 two bedroom 4 person apartments arranged so that the typical lower residential layout accommodates nine apartments from levels 1 to 6, eight apartments from levels 7 to 10 with the typical upper residential floor plan accommodating four apartments. All apartments would exceed the spaces standards contained in the Manchester Residential Quality Guidance of 50sqm (1 bedroom 2 person) and 70 sqm (2 bedroom 4 person).

The scheme includes for solar panel array on the roof top elements of the built form which reflects the approach to the renewable energy taken on the Phase 3 development.

Planning History

The application site is part of a larger site which benefited from outline planning permission for a mixed use development proposed as part of the Islington Wharf redevelopment. This wider site measures 1.5 hectares and is bounded by Old Mill Street, Great Ancoats Street, the Ashton Canal and Vesta Street. Whilst these permissions expired and were replaced with other residential proposals on the land

to the north and west there has been a precedent of planning approvals for residential redevelopment of the land.

Phase 1 now known as Islington Wharf was granted consent under permission 074233/FO/2004/N2 for two buildings of 9 and 21 storeys in height and included 199 residential apartments, this development was completed in 2008.

Planning application reference 074230/OO/2004/N2 was an outline approval for three buildings of a maximum of 7, 12 and 11 storeys in height to include a maximum of 319 residential units, class A1 units consisting of a maximum of 1,724 sq. m gross floorspace and a hotel comprising 4,385 sq.m gross floorspace, with a maximum of 230 car parking spaces including access and siting. This application covered the application site and land to the north and east which were subsequently developed as phase 2 and 3 under different planning approvals set out below.

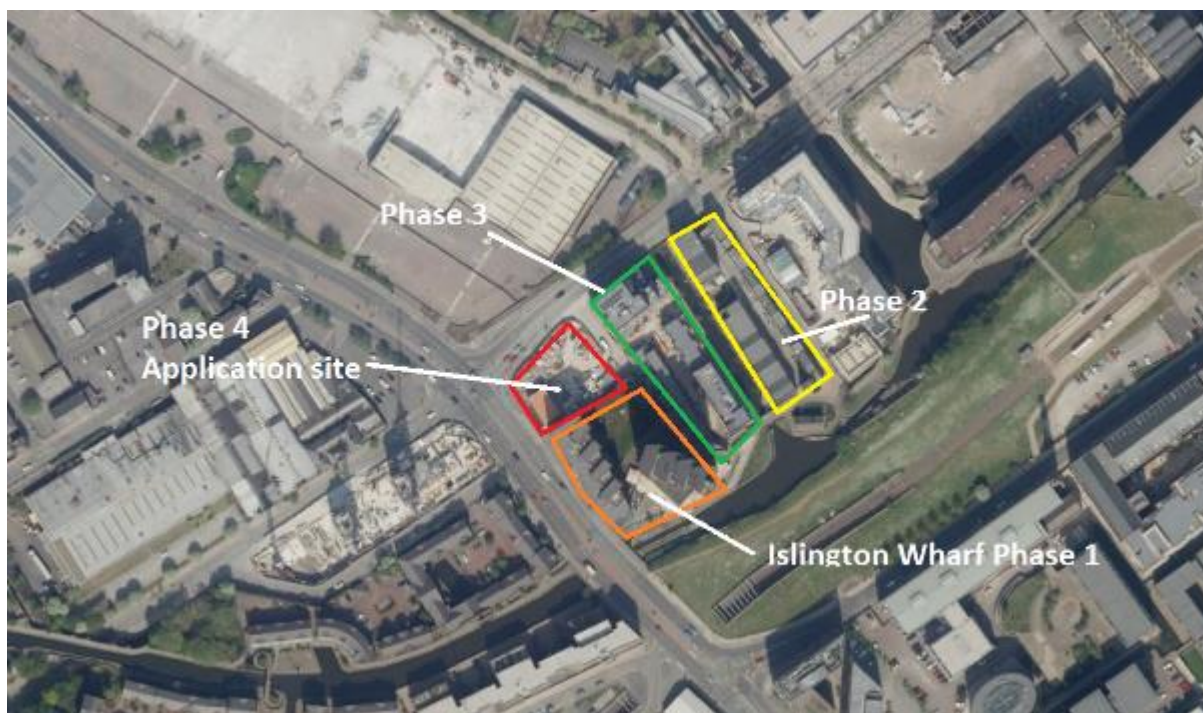
Planning application reference 074231/OO/2004/N2 was an outline planning approval for three buildings of a maximum of 7, 11 and 9 storeys in height providing a maximum of 341 residential units and class A1 units consisting a maximum of 1,776 sq. m gross floorspace with a maximum of 230 car parking spaces including consideration of means of access and siting. This application covered the same site as the application above but provided a differing form of development comprising more residential units and without a hotel. As above whilst incorporating the current application site is also covered the phase 2 and 3 sites which were developed for a differing form of residential led development.

The planning consents 074321 and 074320 were subsequently renewed, they both expired in mid 2013.

Planning permission was granted for the development of Phase 2 (known as Islington Mews) to the north east of the Islington Branch Arm Canal in November 2012 for development comprising 46 residential units and one office unit planning reference 100317/FO/2012/N2. This development is completed and occupied.

Planning permission for the development of phase 3 to the immediate north of the application site and access road to Phase 1 was approved by Committee following a site visit in December 2015 for development of three buildings comprising 101 residential units in total (Use Class C3), with one building 10 storeys in height, one building part five/part three storeys in height; and, one building three storeys in height. This phase of development is completed on site.

For clarification the current application site was subject of previous residential consents as part of the phase 2 and phase 3 sites. These planning approvals references 074230/OO/2004/N2 and 074231/OO/2004/N2 as set out above consented residential development on the application site. These consents were renewed and finally expired in 2013 following the submission of update proposals that were subsequently approved as phases 2 and 3.



Aerial view of site and context with earlier phases of redevelopment

Other matters

Landownership

Members of the Committee are advised that the City Council has an interest in this application as land owner. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

Publicity

The proposal by virtue of the number of dwelling proposed has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters have been sent to local residents and businesses.

In addition the applicant undertook pre-planning consultation, unfortunately the Covid-19 pandemic interrupted the applicants proposed meetings with nearby residents but the consultation material was made available on line with the opportunity for comments to be submitted to the applicants design team. The applicant has provided a consultation statement alongside the application which outlines the consultation undertaken and responses to matters raised by those who participated.

Environmental Impact Assessment

The proposed development does not fall within a relevant description in Schedule 1 of the EIA Regulations that automatically require an EIA.

The proposal type is listed in category 10 (b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. A screening opinion was adopted by the City Council as local planning authority on the 3rd April 2020. This opinion concluded that the proposed development would have some impact on the surrounding area. However, it was judged that these would not be significant impacts that would warrant a formal Environmental Impact Assessment.

The Council has reviewed the submitted application and whilst this area of Manchester has been subject to significant levels of development over a number of years, the area is urban in nature. It is not considered that the proposed development alongside a consideration of cumulative impacts of surrounding development would give rise to significant environmental effects. It is therefore considered that the formal opinion of Manchester City Council as adopted on 3rd April 2020 is unchanged and the proposed development is not EIA development requiring the submission of an Environmental Statement.

Consultations

372 individual addresses were notified of the application proposals via neighbour notification letters. In response objections were received from 14 individuals whilst 1 comment was received in support. A summary of the comments made is set out below.

- The analysis of the lighting shows that there will be a significant loss of light. This is illegal and also discounted as unimportant as the rooms on that side are only bedrooms. They are not only bedrooms; they are children's rooms and so are there for play and for study. There will also be the risk of a significant loss of privacy.
- The developer has a history of poor quality buildings, with the Islington Wharf properties suffering from numerous problems, including loose cladding and water ingress via windows, as well the Mews properties which had to be almost completely rebuilt.
- With the other side of the road already the site for a very tall building, having a second one directly opposite will have a negative effect on the area and alternative plans, that do not impose an eyesore on an otherwise thriving and child-friendly area, should be sought.
- The communal garden and private gardens on level 2 will be effected on the amount of sunlight emitted.
- Access to the underground parking, where we have had current issues with the recent build of phase 3 - where the access road to the phase 1 car park has been effected due to residents parking on the road, thus blocking and making access difficult, therefore, this will only be exacerbated with the addition of phase 4 - due to the plans submitted on the parking spaces made available in ratio to the apartments to be built.
- The noise from construction workers, too, would be a huge annoyance in day-to-day life, as has been proved through previous construction works that have taken place nearby. I am a shift worker and sometimes do not finish work until the early hours of the morning, and do not want to lose out on much-needed sleep due to loud construction noises, as has already happened in the past.

- Air pollution from the constant site dirt/dust/debris which transfers to the communal garden and personal balcony/roof terrace areas of IW phase 1 and 2.
- Aware that the company building these apartments was going to always do a phase 4. However the original plans were not for such high stories and going to raise such concern.
- Concerns regarding the ground condition, contamination and the potential for of unexploded WW2 bombs and ordnance dating from the xmas 1940 strikes on the site.
- 16 storeys is simply too tall, two featureless boxes will be a long term blot on the landscape. Design is cheap, dated and very lazy. Not a suitable architectural statement, either as a gateway to New Islington or as contribution to all the existing structures, our homes and businesses.
- Parking right beneath windows, intrusive. The proposed spaces are inadequate for 106 dwellings, and are likely to be very busy as a result. Electric charging points, whilst laudable, will have the unintended side effect of high levels of traffic seeking to access private space.
- Traffic - NO2 Nitrogen Dioxide pollution on Great Ancoats Street is already well above the legal limit and has been for several years at least. The junction is already prone to rush hour grid lock, increasing airborne particle matter, pollution, noise etc
- Overlooking the proposed 16 storeys will leave me with 18.64% VSC daylight, unacceptably low. The proposed structure also directly overlooks the communal garden for Islington Wharf blocks A and B and would over shadow it during the afternoon into early evening during British summer time. This will directly infringe on the rights and privacy of Islington Wharf tenants and will ruin enjoyment of our green space at the end of regular working day.

One letter has been received in support of the proposal which makes the following points:

The resident is an owner/occupier in the Phase 1 development and was always aware that the development would be completed including Phase 4. The documents are very detailed and having reviewed them would support this development as being consistent with high-density city centre tall modern buildings.

Statutory and Non-statutory consultees

Greater Manchester Ecology Unit – Raise no objections to the proposals. The submitted Ecological Assessment concludes that the application site supports structures of negligible value to bat roosting and the surrounding habitats within the site are of only local and in most part limited value to biodiversity. GMEU confirm there are no known reasons to contradict the findings of the report.

Recommendations are made in relating to timescales of vegetation clearance to be outside of bird nesting season (March –August inclusive) and enhancements to landscaping and inclusion of bat and bird boxes to increase biodiversity which can be secured by way of appropriately worded conditions.

Greater Manchester Archaeological Advisory Services – The revised archaeological desk based assessment highlights new information coming to light on the presence

of extensive services (particularly electric cables) across the south western part of the site where there was the best potential for preserved archaeological remains relating to late 18th and first half of the 19th century housing and commercial premises. The report suggests that extensive disturbance means that only fragmentary remains are likely to survive. GMAAS agrees with this assessment of the archaeological potential and, on this basis, consider that no archaeological mitigation is merited in this instance.

Greater Manchester Police Design By Security – Recommend that a condition be attached to any approval to reflect the physical security specifications set out in the submitted Crime Impact Statement.

United Utilities – Initially requested further drainage information from the applicant to fully investigate and discount the hierarchy of drainage options for the management of surface water, the applicant subsequently provided further information. Following a review of that further information UU made the following comments:
In order to meet the hierarchy of drainage options in the National Planning Practice Guidance, and taking into consideration the scale of this development, United Utilities believes it is not unreasonable to discharge the surface water from this development to the nearby culverted watercourse (Shooters Brook). On this basis we would welcome further investigations into a connection to Shooters Brook.

They request that the above investigations are undertaken in more detail and more evidence is provided prior to the determination of this application for full planning permission. This is because the design of the drainage scheme is inherently linked to the detailed design of the site. If, however, you are minded to determine this application in advance of the above matters being fully investigated, which we do not recommend, it is imperative that control over the approach to surface water drainage through a planning condition.

MCC Flood Risk Management Team – Have reviewed the information submitted by the applicant and the response from United Utilities.

In response they have also taken into account the national drainage hierarchy when assessing where to connect surface water from new development.

1) Infiltration: The first option on the hierarchy list is drainage infiltration into the ground. They are familiar with the site and ground conditions, they therefore conclude that infiltration is highly unlikely.

2) Discharge to watercourse: The second option is to discharge into a watercourse. UU have identified a culverted watercourse known as 'Shooters Brook'. Based on information available it was assumed that Shooters Brook existed in this area. Following previous investigations FRMT now know that Store Street is the latest upstream point where the Brook was traced. In that respect, the options that are left were to either discharge into the Marina and canals which FRMT do not believe to be achievable in this instance or for discharge to sewers.

The view of FRMT is that it is unreasonable for individual drainage connections to be made and would be extremely disruptive to get these connections across Great Ancoats Street.

3) Connection to highway drains: The option to connect to highways drain suggested by United Utilities is not viable as these drains are designed to take only highways runoff and in that location they are already connected to UU sewers.

As such their recommendation is that the final detailed design of the drainage scheme and its long term maintenance and management can be reserved for approval via appropriately worded conditions attached to any approval.

Highway Services – The site is considered suitably accessible by sustainable modes of transport in close proximity to a range of public transport facilities including bus, train and tram.

It is not anticipated that the proposals are likely to generate significant increase in the level of vehicular trips and are not anticipated to give rise to any network capacity concerns.

The level of secure cycle parking (1 space per apartment) directly accessed from the ground floor is acceptable.

Highways require all footways across the site's perimeter to be resurfaced on a like-for-like basis with all redundant dropped crossings reinstated to improve the pedestrian environment. Alterations to the highways will be required and are to be undertaken through section 278 agreement between the developer and the City Council as highways authority.

Highways have indicated that there is a requirement for funding to be secured for the provision of a new signalised crossing at the Great Ancoats Street/Pollard Street junction.

The applicant has provided a framework travel plan which is acceptable, a condition is recommended that should be attached to any approval for a full travel plan to be prepared and approved for the development.

A further condition is recommended to manage the construction phase of the development.

The servicing arrangements are satisfactory.

MCC Environmental Health – Have reviewed the submitted information with regards to ground conditions, noise assessment, lighting, waste management, and air quality. Whilst these documents are generally acceptable, and it has been confirmed that the submitted waste management strategy for the residential apartments is acceptable, further details are required to be submitted for approval via appropriately worded conditions relating to: hours of opening of the commercial unit; contaminated land; external equipment insulation; acoustic insulation of the residential accommodation; acoustic insulation of the ground floor commercial unit; verification report on lighting;

ventilation (fumes and odour control) system for any commercial kitchen at ground floor; delivery hours restricted to between 0730-2000hrs Monday to Saturday; and, the submission and approval of a construction management plan.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

The Development Plan

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaced significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a development site within Ancoats and Beswick ward. The development would bring change in the form of a high quality residential led scheme to this part of the city in a highly sustainable location.

SO2. Economy – High quality residential accommodation in a sustainable location such as this, would support the economic growth of the city.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Low carbon measures in the form of electric car charging points, trees and an efficient drainage scheme would all have benefits. The development is supported by a travel plan and 100% cycle provision. Provision would be made available for disabled occupants.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area. The design and appearance of the building would provide a high quality addition to the street scene and complement existing developments in the area.

Policy EC3 'The Regional Centre' - The proposal provide a high density residential development thus contributing towards the City's housing growth.

Policy T1 'Sustainable Transport' - The site has access to a range of public transport modes.

Policy T2 'Accessible areas of opportunity and needs' - A transport statement and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable forms of transport.

Policy H1 'Overall Housing Provision' – The proposal is a high density development on a previously developed site in a highly sustainable location. There would be adequate cycle and waste management arrangements which would support on site recycling objectives.

Policy H2 'Strategic Housing Location' – The proposal would add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics.

Policy H4 'East Manchester' – The proposal would provide high density accommodation.

Policy H8 'Affordable Housing' – The applicant has demonstrated that the proposal would be unviable if affordable housing contribution was attached to any decision. This is considered in more detail within the issues section of the report.

Policy EN1 'Design principles and strategic character areas' - The proposed development is considered to be a high quality scheme in terms of its design and appearance and would enhance the regeneration of the area.

Policy EN2 'Tall buildings' - The proposals are part 16/part 11 storeys in height the adjacent buildings are 9 and 10 storeys in height whilst other buildings in close proximity are 21 and 31 storeys in height. As will be set out within the issues section of this report the height, density and design of the proposed buildings are considered to be acceptable within this area and accord with the principles of policy EN2.

Policy EN3 'Heritage' - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. It would have a low level of onsite car parking (including bays for disabled people) and a robust travel plan and cycle provision. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site to ensure sustainable energy is used.

Policy EN9 'Green Infrastructure' – The development would include a landscaping scheme which would have biodiversity benefits.

Policy EN14 'Flood Risk' - A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' - The proposal would not compromise air quality and would include measures to minimise the impact on air quality on future occupiers.

Policy EN17 'Water Quality' - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, 'Contaminated Land' – The ground conditions at the site are not considered overly complex and can be adequately dealt with.

EN19 'Waste' – Recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building.

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

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

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC26 Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy E3.3- The proposal would provide a high quality building along Great Ancoats Street and would enhance the appearance of this main route.

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

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area provide strong built form and high quality of elevational detailing and therefore accord with the principles of the Guide to Development SPD.

Affordable Housing Supplementary Planning Document (2008)

This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance.

The SPD does permit a lower proportion of affordable housing in some cases, where material considerations apply. The SPD permits exemptions to the requirement for affordable housing provision at the levels specified where: *“A legally binding agreement had been reached on land values by 1st December 2007 which had not incorporated the cost of affordable housing.”*

Consideration of affordable housing is set out within the issues section of this report.

Other Material considerations

Manchester Residential Quality Guidance 2016

The MRQG sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016.

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed development.

Ancoats and New Islington Development Framework (2016)

The Development Framework seeks to guide the positive regeneration of the area comprehensively and to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.

The Framework has been prepared on the basis of six distinct but interconnected zones which are each afforded their own masterplanning principles and framework. The site is located within Character Area 4 – Great Ancoats Street Frontage. The Framework identifies this character area for new building to offer well considered, contemporary and distinctive design which is responsive to its context.

The Framework also sets out a number of principles for development within it including:

- The corner of Old Mill Street and Great Ancoats Street will benefit from active frontages, helping to reinforce the junction and complement the proposed Great Ancoats Street improvements.
- There is potential to create greater levels of enclosure along Old Mill Street with future development overlooking the street.
- There is opportunity for significant height at the junction of Great Ancoats Street and Old Mill Street. A tall building in this location will also offer views of Cotton Field Park to the north and the city centre to the south. A landmark building will also provide landmark orientation when viewed from both Great Ancoats and Store Street.
- Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.

In terms of connection and movement the Framework indicates that “as with Ancoats, there is an aspiration to improve the pedestrian environment and crossing points associated with Great Ancoats Street. The current proposals by MCC Highways and TfGM to improve the connectivity across Great Ancoats Street seek to address the

pronounced severance issues around New Islington and Pollard Street, as well as improve the appeal and clarity of Store Street as a key connection into the city centre.

A draft refresh to the Character 4 Area was reported to Executive Committee in February 2020 particular in relation to the Central Retail Park site which is located opposite the application site. The vision for this site being “an exemplary net zero carbon commercial district with the ability to attract new businesses and talent to Manchester.”

The National Planning Policy Framework (February 2019)

The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 124 indicates that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 sets out that planning decision should 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.

Paragraph 130 indicates permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

Legislative Requirements

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.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between 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.

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

Issues

Principle of development – The site is located in an urban setting where significant redevelopment has and continues to occur in close proximity. The site is previously developed having formed part of an area of the City that contained mills and other businesses following the construction of the Ashton and Rochdale Canals between 1790 and 1804. The site has also been subject to previous planning approvals for a mixed use residential led development.

Given the surrounding developments of residential and mixed use developments and its sustainable location, together with the planning history of the site which included the approval of residential development of it as part of a wider redevelopment scheme it is considered that the principle of the redevelopment of this previously developed land for high density residential development is consistent with the local and national planning policies and regeneration frameworks in place for the area.

Climate change, sustainability and energy efficiency - The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors. Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Whilst there is car parking at the development the level of provision reflects the sites sustainable location and incorporates electric car charging points. There would be 19 car parking spaces provided (4 of which would be accessible), each space would have access to a charging point.

A travel plan would encourage residents to take advantage of the public transport in the area which would contribute to reducing overall vehicle trips to and from the site. There would be a secure cycle store for residents of the apartments on a one space per one apartment basis, conveniently located on the ground floor and directly accessed from Old Mill Street.

The building fabric would be highly efficient with energy saving measures incorporated into the design in the form of lighting, power and ventilation measures.

Waste water heat recovery will be included on all baths to recover heat from the waste water to pre heat hot water. Low flow appliances and small capacity baths will be installed to minimise water usage.

All dwellings would be provided with whole house ventilation units incorporating heat recovery to reduce heating demand. Over 50% of the apartments are dual aspect which encourages natural cross ventilation.

A photovoltaic array would be installed to the roof of the apartment building generating 15.9% of on-site renewable energy. The dwellings would be entirely electric and would not be fitted with gas boilers and would also have a highly efficient fabric and lighting systems.

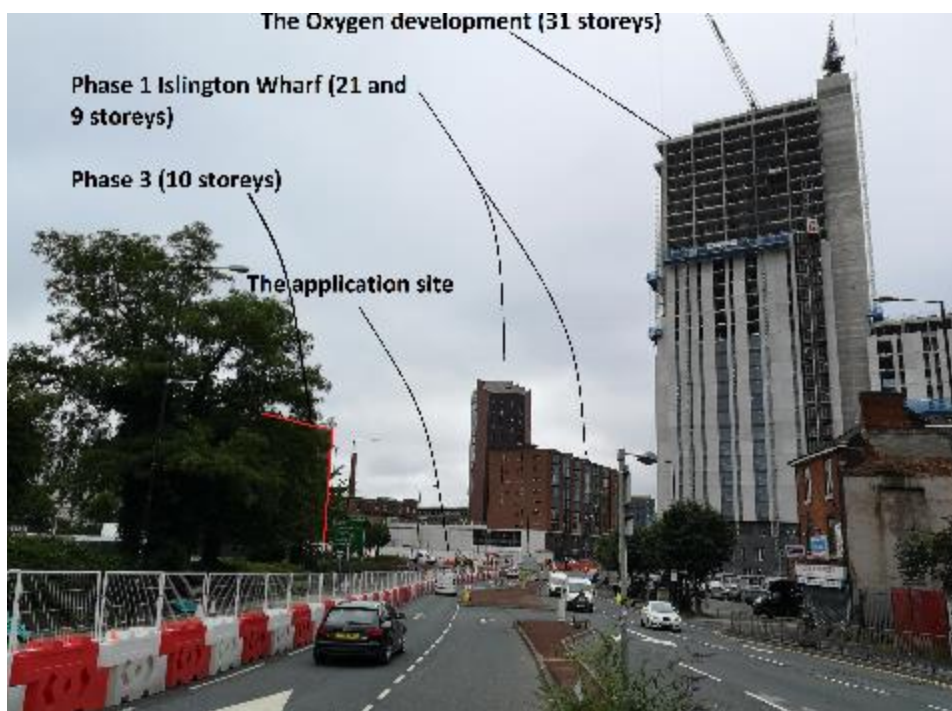
These measures would achieve a site wide reduction in CO2 over Part L (2010) of the Building Regulations of 25%. This reduction exceeds the requirements of Core Strategy policy EN6 which seeks to achieve a 15% reduction in CO2 on Part L (2010) Building Regulations. Against the most recent building regulations the proposals would achieve a 10% improvement above the 2013 (updated 2016) Part L targets.

A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

A drainage scheme would also minimise the flow rates of surface water into the surrounding network.

Layout, scale, external appearance and visual amenity - The proposed building has been designed to step down in height from the Great Ancoats Street/Old Mill Street junction from 16 to 11 storeys to reflect the prominent road junction and also respect the 10 storey phase 3 development adjacent the site.

The height proposed is lower than that of the 'Oxygen' development taking place on the southern side of Great Ancoats Street (31 storeys) and the 21 storey block contained as part of the Phase 1 Islington Wharf development. The photograph below shows the surrounding context of the site with the application site to the front of the white wall of the car park and podium of the Phase 1 development.



Photograph looking east along Great Ancoats Street towards the application site



Schematic of the proposed building and its context using the same viewpoint as the previous photograph

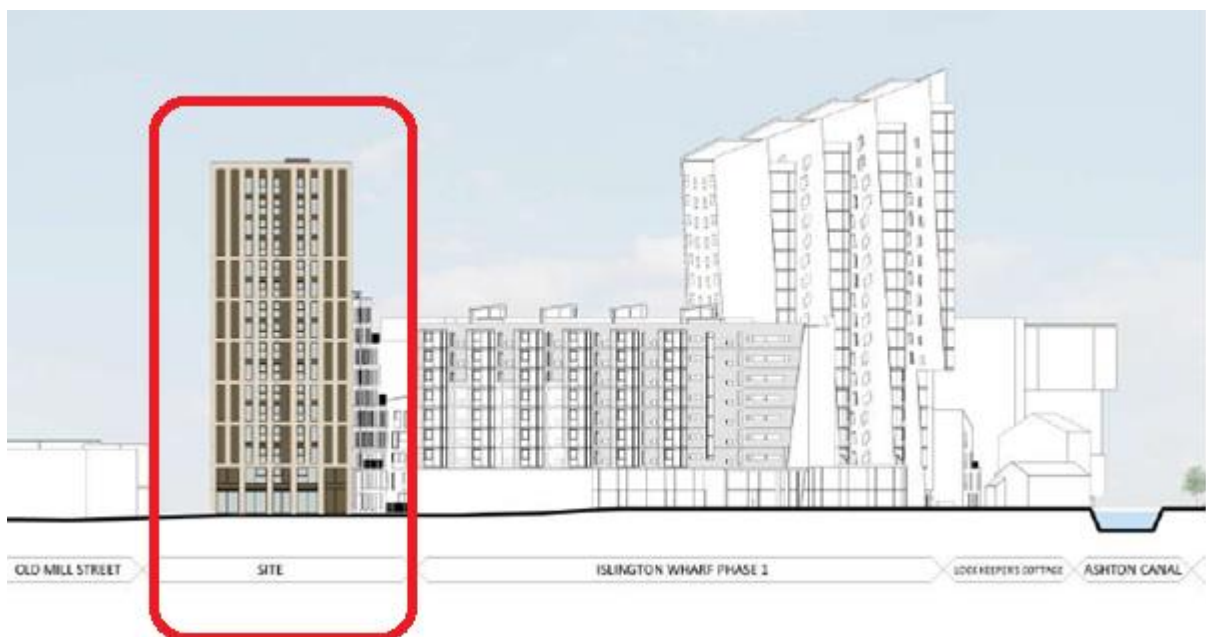
It is considered that the proposed development responds to the site context and is a form of development that would successfully assimilate into the street scene completing the phased redevelopment of the wider site.

The proposals reflect the materials and finishes of the previous phases of development which are predominantly of a solid brick or stone cladding finish across the three previous phases of development. As such the proposed choice of two distinct brick colour finishes of red and buff would complement the other phases constructed.

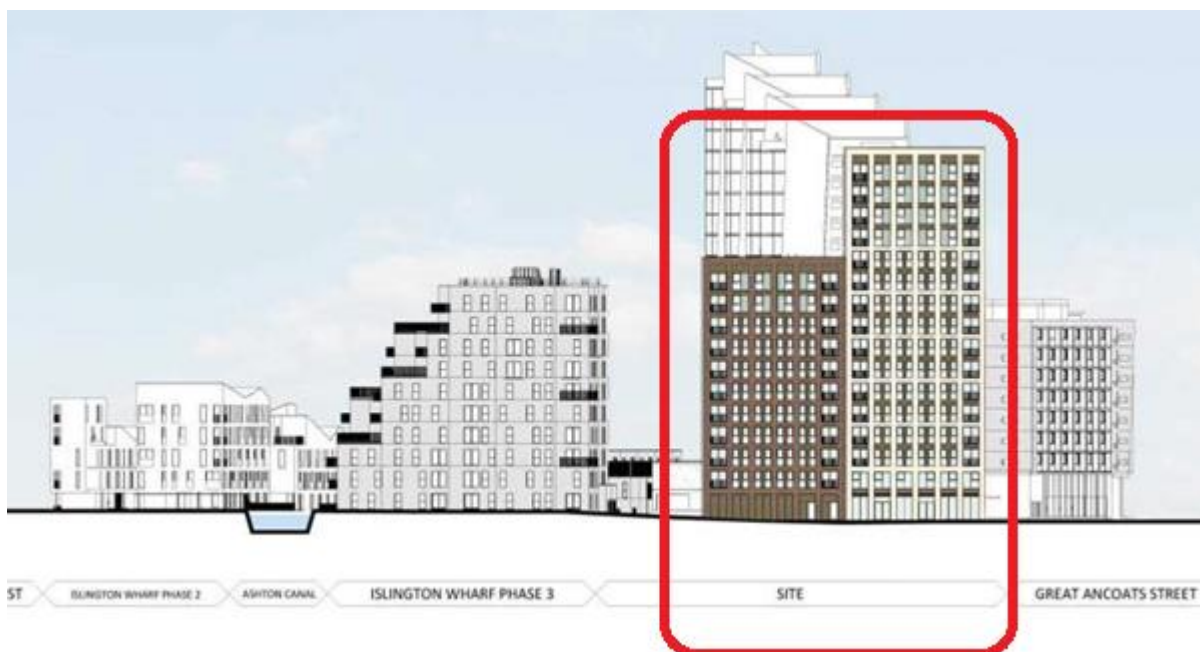


Photograph of Phases 2 and 3 showing brick finishes

The layout of the building is based upon a simple rectangular floor plan that maximises the floorspace available for each apartment. The external design of the building is an honest interpretation of more historic mill buildings in the area with a regularity in the arrangement of windows and structure of the building. This design is reinforced with the use of traditional brick finishes together with coloured infill panelling and glazing. It is considered that the design response to the sites location and adjacent buildings is acceptable and would contribute towards the quality of development and activity at street level along Great Ancoats Street and Old Mill Street.



Proposed Great Ancoats Street Elevation



Proposed Old Mill Street Elevation

Access - The primary entrance and cycle store access points to the building from Old Mill Street, whilst vehicular access to the site is provided at the existing access point from Old Mill Street, located to the east of the block between Phase 3. All residential and service vehicles would enter the site at this location. Residential access to the car park would be managed by an automatic fob accessed gate ensuring safety and security for both residents and their vehicles.

The application information confirms that the approach routes into the building are all safe, convenient and step-free from Old Mill Street. Despite the steep gradient along Old Mill Street, the external levels have been dealt with via external ramps and slight changes in levels internally to ensure accessibility throughout.

Access to the rear entrance from the car park is achieved by both a direct stepped approach along with a ramped access to the far end of the car park. The gradients and landings are suitable for accessible users and residents with pushchairs. All approach routes, including ramps and landings, have clear widths of 1500mm or greater. The car park will provide 4 no. accessible spaces.

Affordable Housing – The City Council's objective to deliver affordable housing is set out in a number of core documents. The relevant planning policy is contained within the Core Strategy and the supplementary planning document and guidance 'Providing for Housing Choice'.

The general tenet of the policy is that the amount of affordable housing required within a particular development should reflect the type and size of the development as a whole and will take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective. An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted

sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Examples of these circumstances are set out in part 4 of Policy H8 and the SPD. Of relevance to this application is the exemption permitted in the SPD in that the policy would not apply if “A legally binding agreement had been reached on land values by 1st December 2007 which had not incorporated the cost of affordable housing.” The applicant has confirmed that a legal agreement was in place for the site before this date and at that time a planning permission had already been granted for development on this site, which contained no obligations to provide affordable housing.

As noted in the site history the applicant has had an interest in the redevelopment of this part of Manchester since 2004; this includes having legal agreements in place for the cost of the land and planning approvals for residential development and which had not incorporated the costs of affordable housing.

Three phases of development have been delivered by the applicant since the mid 2000s including post the 2008 financial crisis which have contributed to the ongoing regeneration of this part of the City.

Notwithstanding this, the applicant has submitted a viability assessment which concludes that the provision of affordable housing would render the scheme under consideration to be unviable and would prevent the development coming forward in the foreseeable future.

The proposal would deliver a high quality fourth and final phase of development adding to the distinctive character of Islington Wharf. The architecture and external appearance of the building has been maximised and the proposed development is already delivering a number of benefits directly on the site as part of the scheme. This includes enhancement works to the adjoining areas of public realm in which the applicant has already significantly invested to create a sense of place together with other forms of infrastructure.

Ground floor commercial use – The proposals incorporate a ground floor commercial unit (163 sqm) that would be suitable for a range of uses ranging from retail use, restaurant/café or office use.

The introduction of a ground floor use at the corner of the building closest to the Great Ancoats Street/Old Mill Street junction is considered acceptable in urban design terms. It would ensure that the frontage of the site at street level generates activity and animates this element of the building whilst providing a facility for the existing and future population of this area. The approach of including ground floor commercial uses is consistent with that taken in relation to the Phase 1 and Phase 2 developments which both provided ground floor commercial uses.

The building has been designed with a dedicated internal waste storage area for the commercial unit and structurally to ensure commercial uses could be introduced

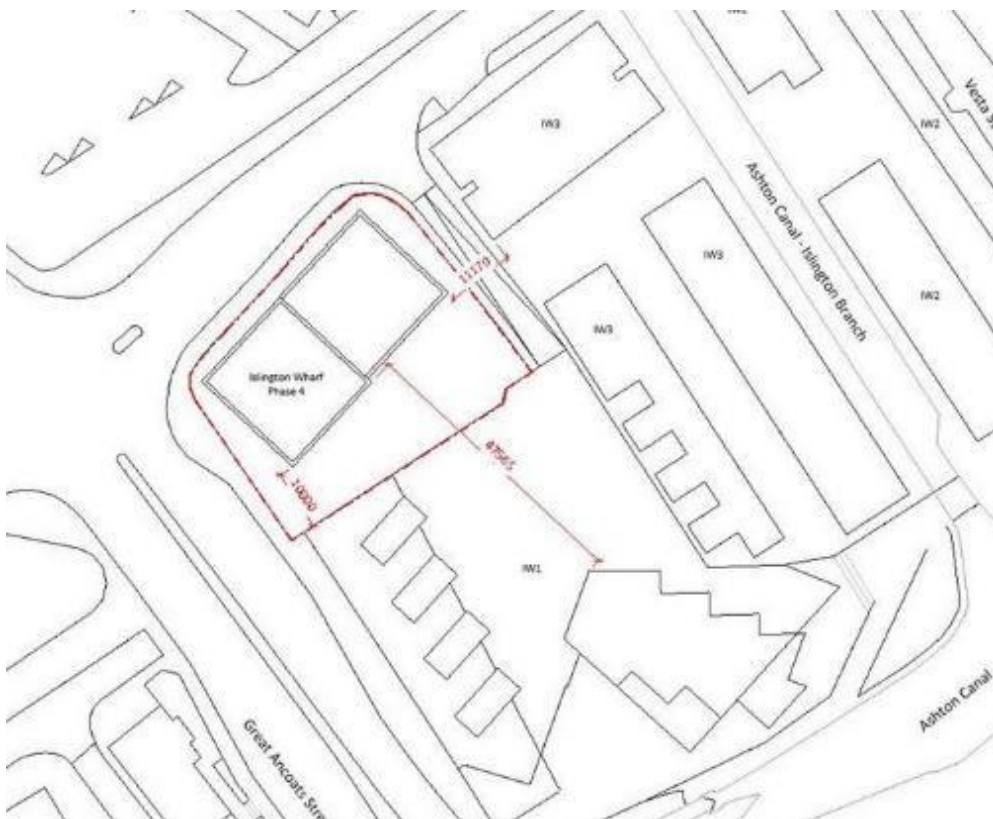
without harming residential amenity, such as from noise, of future occupiers. A number of conditions are proposed to agree the hours of use, agree the final waste management strategy for the type of future occupier as well as ensuring adequate acoustic insulation is installed.

Impact on Ecology - An ecological assessment accompanies the application. The site is not within, or adjacent to any land allocations for the purpose of biodiversity and it is concluded that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Greater Manchester Ecology Unit concur with the findings. Landscaping with the planting of native tree species and inclusion of bat and bird boxes within the development would benefit and attract wildlife, at the site and in the area in line with policy EN9 of the Core Strategy and therefore improve biodiversity. Suitably worded conditions are proposed for these measures to be included within the development.

Effects on the Local Environment/ Amenity

Sunlight, daylight, overshadowing and overlooking

A number of residents have raised concerns with the impact of the development on loss of daylight in their properties as well as impacts on the outdoor amenity space provided as part of the Phase 1 development.



Distances between the proposed building and adjacent completed buildings (note relative distances between other phases of the Islington Wharf development identified as IW2 and IW3)

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 site. To assess the surrounding existing properties, the

Building Research Establishment guidelines have been utilised. The guidelines are not mandatory and they do not form planning policy, the targets within the BRE guide are based on low rise, suburban development. The National Planning Practice Guidance states:

“All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.

In such situations good design (such as giving careful consideration to a building’s massing and layout of habitable rooms) will be necessary to help make the best use of the site and maintain acceptable living standards.”

The assessment submitted by the applicant has reviewed the daylight levels to surrounding buildings and assessed these with the proposed development in place. The assessment concludes that all surrounding properties would retain good average daylight levels when considered against the city centre location, together with the emerging height and density of the area.

Phase 1 Islington Wharf

Phase 1 comprises two buildings block A (closest to the site) and the 21 storey block B. Only windows on the elevations of the buildings overlooking the proposed development that have the potential to be affected have been assessed. The assessment identifies a relatively small number of overall windows to the two buildings being impacted and all rooms would continue to receive good sunlight with the proposed development in place.

The assessment has found that in terms of impacts on the Phase 1 (Block A) Islington Wharf properties the rooms that do fail to meet BRE criteria are bedrooms and all living kitchen dining rooms meet the targets. The assessment indicates that (31%) of the windows assessed would meet the BRE Vertical Sky Component (VSC) daylight targets; (37%) of the rooms assessed would meet the BRE No Sky Line (NSL) daylight targets; and, all rooms assessed and will meet the criteria for Annual Probable Sunlight Hours (APSH). The bedrooms identified have a range of impacts with loss of VSC in rooms of between 54% and 72%, these bedrooms have one window.

The kitchen dining rooms are dual aspect and it is suggest within the assessment that these were designed with later phases of development in mind. The assessment clarifies that where one window does not meet BRE targets there are other windows serving the same room that do that results in the room overall meeting BRE criteria. The BRE states that occupants should have access to at least one well lit habitable room and with the proposed development in place, the main habitable room to these apartments would remain well lit.

In terms of Block B of Phase 1 Islington Wharf the results of the assessment were that (84%) of the windows assessed would meet the BRE targets for VSC daylight; (73%) of the rooms assessed would meet the BRE NSL daylight targets; none of the rooms face within 90° of due south and therefore no sunlight analysis has been undertaken. The assessment concludes that whilst impacts are identified the retained levels of daylight are indicated as being very good for a city centre location. All of the windows that do not meet the VSC target criteria are reduced by 20-30%, and overall would retain VSC daylight levels of 28.50%.

Phase 2

The phase 2 development has also been assessed. All windows and windows assessed meet or exceed the BRE criteria for VSC daylight and APSH sunlight; and, (98%) of rooms meet the criteria for NSL daylight. There are identified impacts to two rooms with the development in place.

Phase 3

In terms of the assessment on Phase 3 which is the most recently completed phase of development. 84% of the windows assessed would meet the BRE targets for VSC daylight; 92% of the rooms assessed would meet the BRE NSL daylight targets, and (82%) would meet the APSH sunlight criteria.

14 of the windows assessed are within 20-30% of the VSC criteria, meaning the impacts to these are considered marginal and, overall, Phase 3, Islington Wharf will retain average VSC levels of 20.78%. In terms of NSL daylight, all but one of the rooms which does not meet the criteria are within 20-30% of the target, and the room that exceeds 30% is a bedroom which is considered to have a lesser requirement for daylight by the BRE. The assessment reviewed only those windows directly affected by the proposal, the apartments in Phase 3 are all served by windows on other elevations not impacted by the proposals.

Outram House (located south on the opposite side of Great Ancoats Street)

The assessment identifies that 95% of the windows assessed would meet the BRE targets for VSC daylight. 20/24 (83%) of the rooms assessed would meet the BRE NSL daylight targets. None of the rooms face within 90° of due south and therefore no sunlight analysis has been undertaken.

The two windows which fail to meet the VSC daylight criteria do so marginally, by 20.2% and 26.3%, and the building would continue to receive average VSC daylight levels of 21.5% which is good considering the city centre location.

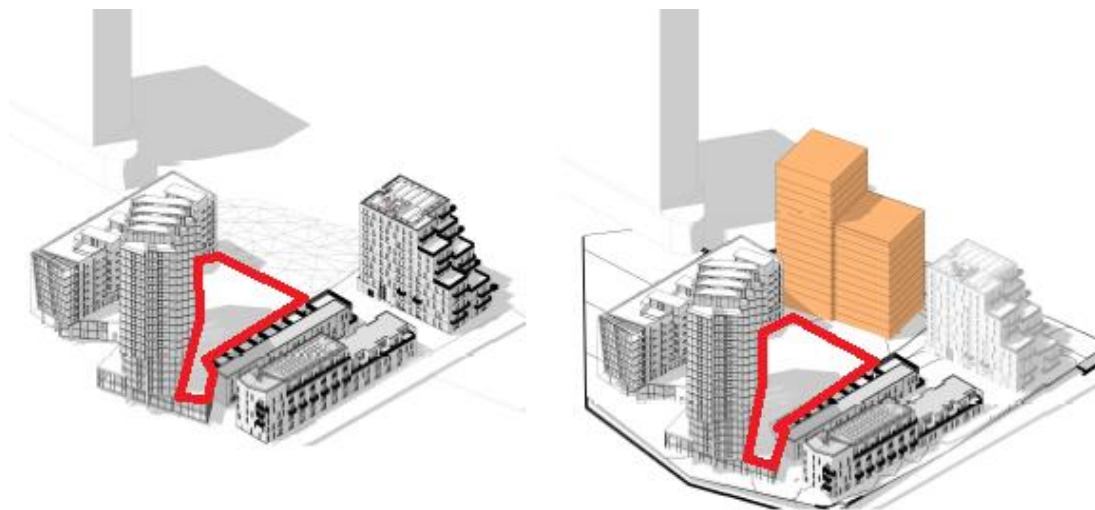
Three of the rooms which fail to meet the criteria for NSL daylight are within 10% of the target reduction of 20%. One room is reduced by in excess of 30% but, when considered against the overall impact to the building, this is considered acceptable.

Oxygen development (immediately opposite the site on Great Ancoats Street)

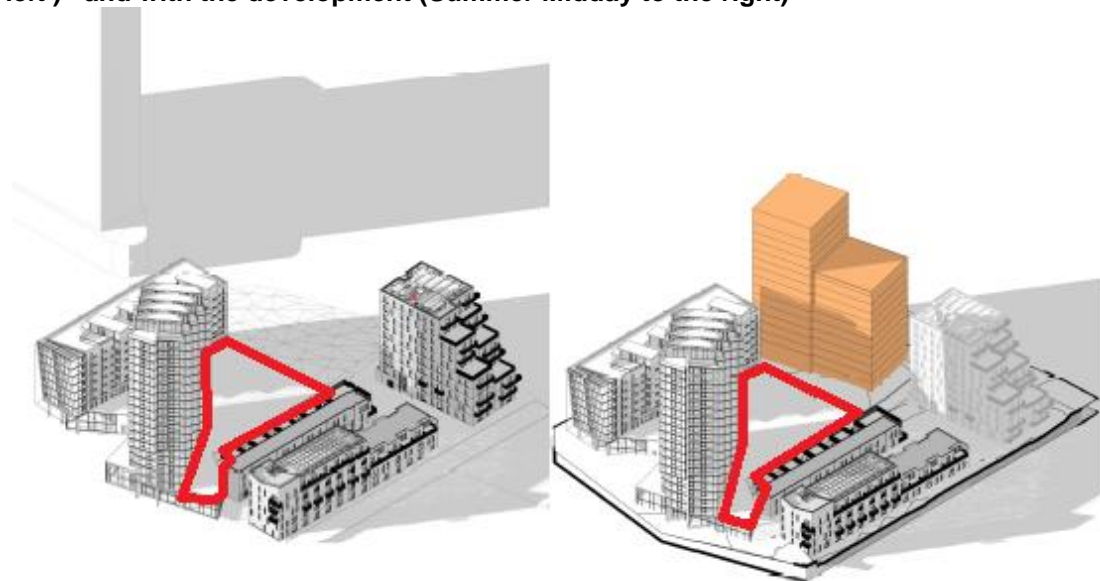
(65%) of the windows assessed would meet the BRE targets for VSC daylight. All of the rooms assessed would meet the criteria for both NSL daylight and APSH sunlight. The site is currently under construction and not yet occupied.

Only the rooms overlooking the development site have been assessed, which is a proportionally small amount in context to the entire building. In addition, those rooms assessed would retain average VSC levels of 21.59% with the proposed development in place. The assessment indicates that this is good considering the city centre location.

In relation to the raised concerns by residents in term of impacts on the outdoor amenity space associated with the Phase 1 Islington Wharf development, the application site is located to the north west of the garden and there is therefore no potential for the development to overshadow that area. The applicant has provided overshadowing diagrams comparing the situation on this space now and if the development were constructed to demonstrate this. As can be seen the existing amenity space is already overshadowed by the Phase 1 development both during the winter and summer period. With the proposed development in place there is no effect on this overshadowing given the location of the proposed development and its relationship to the path of the sun.



Outdoor amenity space overshadowing – without proposed development (Summer Midday to the left)– and with the development (Summer Midday to the right)



Outdoor amenity space overshadowing – without proposed development (Winter Midday to the left)– and with the development (Winter Midday to the right)

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Sunlight and Daylight

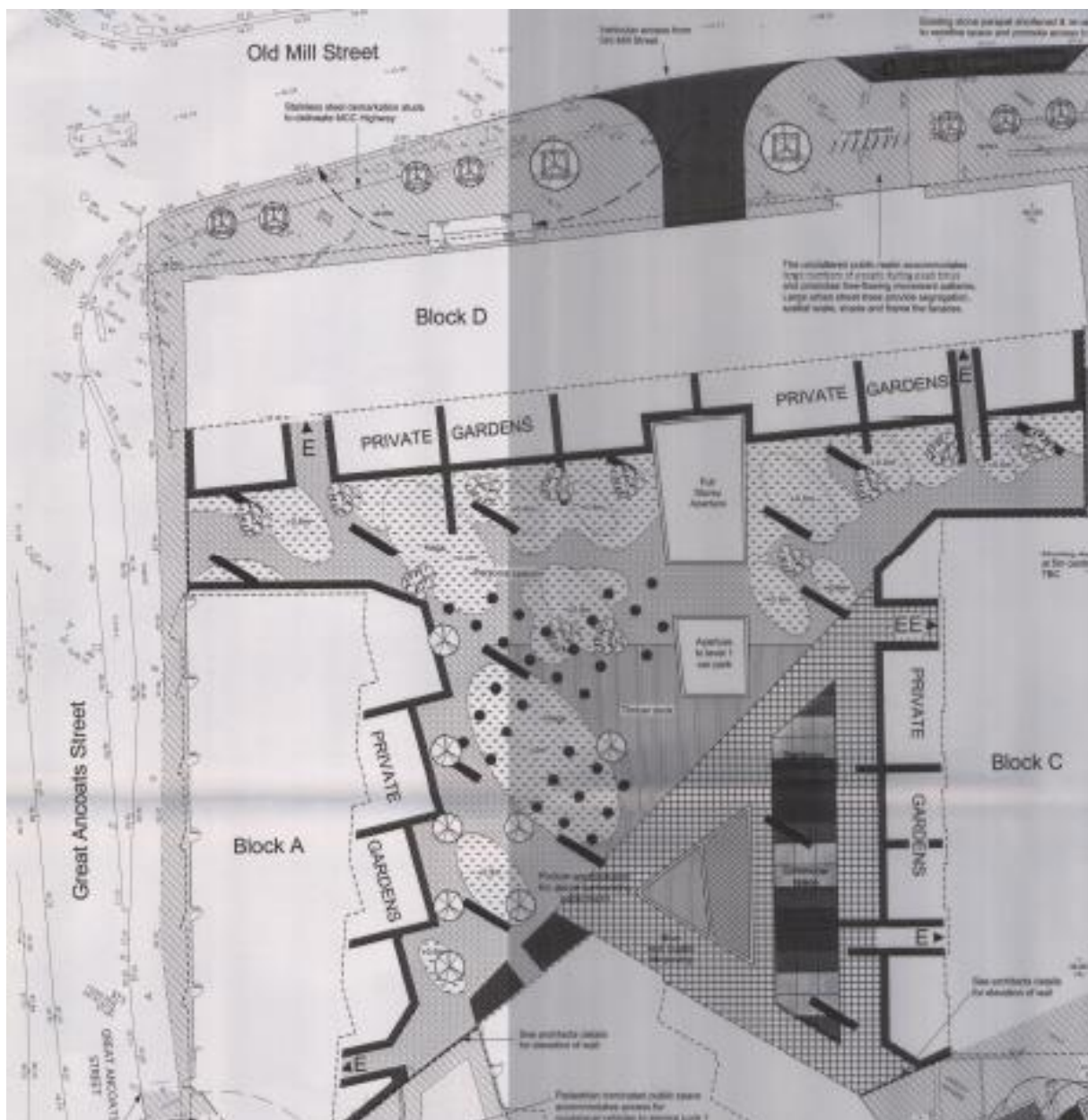
The accompanying Sunlight and Daylight Assessment assesses the magnitude of any impacts considering the context of the site and the surrounding area. It involves a technical analysis using methodologies set out within the Building Research Establishment Guidelines. It is concluded that with the proposed development in place, all properties within the study area would retain good average VSC levels for an urban location and that sufficient daylight amenity would continue to be received. Specifically, within Phase 1 of Islington Wharf, all living kitchen diners meet established targets.

Overlooking, loss of privacy

The proposed development has been sited to minimise impacts on the adjacent buildings.

Historic approvals on the application site had been for an 11 storey residential development with a similar linear relationship to the Phase 1 development that is currently proposed. It is acknowledged that the proposed building is part 16 and part 11 storeys in height. However, as block B is 9 storeys in height it is not considered that the additional height (5 storeys) would give rise to greater impacts on residential amenity than was envisaged in the original masterplan approval. The distances between the existing building and the proposed (between 10 and 16 metres) reflect similar distances between buildings in the vicinity of the site and reflect the urban, high density context of this part of the City.

The proposed building would be sited over 40 metres away from the taller Islington Wharf 21 storey building.



Extract from the planning approval masterplan layout for redevelopment of Phases 1, 2,3 and 4 of Islington Wharf that expired in 2013. (Phase 1 is noted as Block A – Phase 4 forms part of the proposed 11 storey Block D)

In addition the side windows in the gable wall of block B were designed with the potential redevelopment of the adjacent site in mind as can be seen from the photograph below. The windows have been limited through their design and positioning on the gable wall to reduce overlooking and loss of privacy



Gable wall of Block B highlighting the window extent and arrangement.

The proposed development would sit approximately between 11 and 14 metres from the gable wall of the phase 3 development. This reflects distances between properties in other phases of the Islington Wharf development which range between 10 and 14 metres. The floor layout for the apartments within this gable end of the block mean that living spaces that have windows in the gable wall also have windows on either the Old Mill Street or internal elevation which assists in providing additional daylight to these rooms. The height and distances between the phase 3 development and the application site reflect those that were indicated within the application documents for the phase 3 development.



Gable end of Phase 3 development that faces the application site

Whilst it is acknowledged that there would be some impact to some of the surrounding developments, given the context of the site and its city centre location these impacts are limited and are not considered sufficient to warrant refusal of this planning application. The proposals are considered to comply with Core Strategy Policy DM1 and with NPPG 'making efficient use of land', and NPPF paragraph 123.

Landscaping - The proposals incorporate a landscaping scheme to provide both a setting to the ground floor entrances into the building for residents and the commercial ground floor unit and also to improve the experience on Old Mill Street and Great Ancoats Street. The indicative landscaping scheme proposes the planting of 9 trees in addition to other hedge and vegetation. A majority of the trees would be in publicly viewable parts of the site to assist in improving the street level environment for pedestrians.

There would be two distinct areas of landscaping, the first on the north east corner of the site on Old Mill Street which would include a landscape buffer to soften this corner and to assist in the level differences across the site. In addition a further landscaped buffer is proposed along the Great Ancoats Street frontage, screening the car parking area from the main public vantage points and assisting in softening the highly urbanised setting along this road frontage. Further areas of landscaping and tree planting would be within the car park area again to assist in reducing the amount of hard landscaping in this area.

The final detailed design of this landscaping together with the type of trees and vegetation to be planted would be subject to appropriately worded conditions to ensure suitable types of soft landscaping is provided to enhance biodiversity and provide the high quality specification required for this important road frontage.

Heritage– The application has been supported by a Heritage, Townscape and Visual Impact Assessment (HTVIA).

The HTVIA reviewed the sites context and key viewpoints before and after the proposed development. A series of these images are set out below. This assessment is considered to provide an acceptable level of information to assess the potential impacts of the development on designated heritage assets and the visual impacts of the proposed development when seen in its context.

The application site is currently viewed as an undeveloped parcel of land which is highly prominent at the junction of Old Mill Street and Great Ancoats Street and the resulting visual gap does not contribute positively to the streetscene. The development of the site therefore provides an opportunity to further enhance the continuing regeneration of this part of the City. The boundary of Ancoats Conservation Area lies approximately 350 metres to the north west of the application site. The submitted HTVIA acknowledges that the setting of this conservation area has been largely altered and is constantly changing due to the regeneration projects in the area. The proposed development is assessed as having a negligible impact on the significance of the conservation area. It is stated that the proposed development has been designed to a scale and form that enhances the townscape of New Islington as seen from the conservation area.

Immediately south of the site, beyond the Islington Wharf Phase 1 residential tower (seen in figure 4.8), lies the group of listed structures and buildings associated with the canal network in the form of the Grade II listed Lock Keeper's Cottage, which was refurbished during Phase 2 of the Islington Wharf regeneration scheme. In this area, a Grade II listed towpath bridge is also found nearby Locks No1 and No2 of Ashton Canal, also Grade II listed. Nearby is Albion Works, a residential estate that contains the refurbished Grade II listed Cooperative Warehouse.

Impact on listed Towpath Bridge Ashton Canal (Grade II) - The bridge sits at the junction of Ashton Canal and the Islington Branch arm, forming a clear and uninterrupted towpath alongside the northern side of Ashton Canal. The bridge was built circa 1800 and lies to the east of the application site with previous phase of the Islington Wharf development siting between it and the application site. Although the proposed development is located in the nearby setting of the listed structure, it would cause no harm to it owing to the already largely altered intervening townscape of previous phases of development.

Impact on Lock Keepers Cottage (Grade II) - The Lock Keeper's Cottage, built circa 1800, sits in between Lock No 2 of Ashton Canal and the Islington Branch and is located to the east of the application proposals with the previous phases of the Islington Wharf development sitting in between. The proposed development is located within the wider setting of the listed cottage, which has largely changed over the last years as a result of the regeneration scheme at Islington Wharf. It is set out in the assessment that the high quality design of the proposed development would be a positive addition to the area, alongside the previous phases of the masterplan. The proposed exterior materials of the building reflect the character of industrial Manchester. It is concluded that the proposed development would not cause harm to the significance of the listed Lock Keepers cottage.

Impact on Locks No 1 and No 2 (Grade II) - Locks No 1 and No 2 are both located within the Ashton Canal, east of Great Ancoats Street. They were built circa 1792-1799 out of large blocks of millstone grit and wooden gates. It is set out in the assessment that the high quality design of the proposed development would be a positive addition to the area, alongside the previous phases of the masterplan. The proposed exterior materials of the building reflect the character of industrial Manchester. It is concluded that the proposed development would not cause harm to the significance of the listed Locks.

As detailed elsewhere in this report the proposed design, scale and massing of the building is considered to be an acceptable addition to this part of the city and would complete the redevelopment of this part of the city which has undergone a series of phases of development. The submitted HTVIA assessment, in addition to assessing impacts on designated heritage assets, provides further information of the context to the proposed development when viewed from other key locations. This is in the form of a number of viewpoints with present views and the same viewpoints with the development superimposed. A number of these are set out below.



Pollard Street, path close to New Islington Tram Station, looking west (existing view left – proposed view right)



Canal Basin looking south (existing view left – proposed view right)



Great Ancoats Street and Ducie Street junction, looking south-east (existing view left – proposed view right)

On the basis of the submitted information it is not considered that the proposed development would give rise to unacceptable impacts or harm to the significance of any statutorily designated assets (listed buildings and conservation areas). The development has been designed to positively contribute to the character of the area and as a final phase of development of Islington Wharf. As such the proposed development is in whole accordance with Core Strategy Policies EN2 and EN3, and paragraphs 189 to 190 of the NPPF.

Impacts from noise - The Noise Report carried out in accordance with this application seeks to impact that the external noise climate has on the design of the proposal based on daytime and night-time noise levels measured on site, along with consideration with regard to the control of noise between the ground floor commercial and mixed use spaces and the above residential apartments.

It is determined that although noise levels affecting some of the buildings facades (namely facing Great Ancoats Street) are relatively high, appropriate mitigation measures can be implemented into the building design to minimise any potential impact from road traffic noise on future occupants.

It is therefore considered that noise levels are not a determining factor to the grant of planning permission, and the proposals therefore are in line with policy DM1 and saved Unitary Development Plan policy DC26. In line with the recommendations of consultees appropriately worded conditions would be required to ensure suitable level of acoustic insulation of residential properties is achieved, together with measures to protect future residents from the ground floor commercial unit.

Air Quality - The accompanying Air Quality Assessment looks to determine current conditions in the area and the future impact of increased vehicle movements associated with the proposed development with regard to local air quality. The assessment included a number of impact assessments modelled against scenarios of traffic data and projections.

During the construction phases the AQA identifies the potential for dust to impact on nearby residential properties. This phase of the development can be successfully mitigated against through appropriate construction management practices and an effective Dust Management Plan. Such measures would be secured by way of an appropriately worded condition for the submission and approval of a construction management plan.

The AQA indicates that due to the location of the site the main source of pollution on the operational phase of the development when occupied is the current traffic levels combined with the canyoning effect of both the proposed development and other nearby structures. It is stated that appropriate mitigation should be applied to rooms on Great Ancoats Street and Old Mill Street, up to heights of 17.5m and 8.5m respectively. Apartments up to the stated height should have the ability to maintain comfort with windows closed, with the exception when purge ventilation is required, NOx filters should be incorporated into the mechanical ventilation system. A condition is proposed to ensure such mitigation measures are incorporated into the development.

Wind Assessment - The application is supported by a Wind Assessment report to assess conditions on and around the proposed development for wind comfort and safety within the accompanying Wind Assessment. The works undertaken concluded that no adverse wind effects are expected from the proposed development with the majority of effects negligible. Conditions are assessed to be suitable for the intended use with no mitigation measures necessary.

Ground Conditions - The application is supported by a number of technical reports that have assessed the ground conditions of the site and suitability for redevelopment for residential development. The submitted information concluded that all potential contamination risks have the potential to be mitigated.

An objector has raised concerns with regards to unexploded bombs from WWII. The submitted ground condition reports provided by the applicant include a desk top study covering Explosive Ordnance. The study identifies unexploded WWII ordnance as being of a medium risk of the site. It sets out a risk mitigation strategy to be executed by the contractors and applicant during phases of the project. This strategy includes amongst other things: the risks posed by UXO (unexploded ordnance) should be brought to the attention of the Project CDM Coordinators and other individuals with a responsibility for project safety and operations at the site; UXO safety awareness training should be given at all levels of site personnel and selected individuals on the project staff with relevant responsibilities; A competent person as part of the project safety induction course should provide the awareness training; Prior to any intrusive piling or drilling commencing, UXO safety testing and appropriate clearance certification into the ground to sufficient depth to provide clearance from UXO; A UK Home Office Authorised EOD/UXO Contractor using qualified EOD Engineer with specialist locators and detectors to scan the ground ahead of the excavation wherever possible should provide this.

No objections have been received from the Council's contaminated land specialist to suggest that the site is not suitable for redevelopment for a residential development although appropriately worded conditions would need to be attached to any approval to secure the appropriate remediation of the land.

Archaeology – The application is supported by an Archaeological Desk-Based Assessment. This sets out that although the site was used most recently as a storage compound associated with previous construction phases of the Islington Wharf development, prior to this it was occupied from the late 18th century by a group of commercial and residential buildings. The Great Ancoats Street frontage was lined with commercial properties that included the Navigation Inn and shops that were occupied variously by a furniture broker, a tinsmith worker and ironmonger, a tallow chandler, a beer retailer and a draper. Some of these buildings appear to have been rebuilt to some degree during the late 19th century, which may have resulted in the loss of any original fabric. The buildings had largely fallen into disuse by the mid-20th century, and the site was cleared between the late 1960s and 1980s. More recently, the installation of infrastructure associated with a low-voltage electricity intake in the southern corner of the site may have caused some disturbance to below-ground remains.

The report sets out that there are no designated heritage assets within the boundary of the proposed development that would warrant their preservation *in-situ*, and the site does not lie within a conservation area. The earliest development of the area appears to have occurred in the late 18th century, and there is very little potential for the site to contain archaeological remains deriving from any earlier activity. The buildings that occupied the site from the late 18th century are of limited archaeological interest although the possibility that some foundations survive *in-situ* cannot be discounted. The footprint of an early 19th-century cotton mill straddles the

boundary of the site, although this was subject to archaeological excavation in 2005, which resulted in the removal of all physical remains.

The Greater Manchester Archaeology Advisory Service accepts that the archaeological remains will not be of national importance requiring preservation in situ and that given the identification of extensive services across the south western part of the site this extensive disturbance means that only fragmentary remains are likely to survive. They consider that in this instance no archaeological mitigation is merited.

Highways and transport – The application site is located within a sustainable location accessible by a range of public transport networks and is well connected to the City Centre by way of the existing footpaths which is to be further enhanced through the planned highway improvement works to Great Ancoats Street.

The application is supported by a Transport Statement and Travel Plan which have been assessed by highway services who raise no objections to the proposed development in terms of impacts to the capacity of the highway network or pedestrian safety.

The level of proposed cycle parking (1 space per apartment), car parking of 19 spaces (4 of which would be accessible parking bays) and 9 EV charging points (for 2 vehicles per charging unit) are all assessed as being acceptable in this high density urban location.

As part of the Great Ancoats Street highway improvement works there would be enhancements to the pedestrian environment with improved crossing facilities at the junction with Old Mill Street. This would ensure that safe a direct pedestrian access was secured for the proposed development towards the City Centre. Whilst comments have been made for financial contributions towards improvements to the Pollard Street/Great Ancoats Street junction for pedestrians in the response of Highway Services this junction is 170m to the south east of the site. The intentions for this request is understood, however historic improvements to this junction were secured through development taking place adjacent to it and it is not considered that such a contribution from this current application proposal would meet the tests for seeking planning obligations in that: it is not necessary to make the development acceptable in planning terms; and is not directly related to the development.

Drainage – The application is supported by a Flood Risk Assessment and Drainage Strategy for the site. The FRA demonstrates that the application site is at an acceptable or low/negligible risk from all assessed sources of potential flooding. As no significant sources of flood risk were identified, no specific mitigation measures are considered necessary.

This FRA demonstrates that (provided an appropriate sustainable drainage scheme is developed for the site), the proposed development: Is suitable in the location proposed; would be adequately flood resistant and resilient; would not place additional persons at risk of flooding and will offer a safe means of access and egress; and, would not increase flood risk elsewhere through the loss of floodplain storage or impedance of flood flows.

The applicant provided further information relating to the proposed drainage of the site following a request from United Utilities who raised a number of points in relation to the drainage hierarchy and the proposed discharge of surface water flows to their combined water network. The FRA and supplementary response from the applicant have been assessed alongside the response of United Utilities who have not raised an objection to the proposal. In this instance it is considered that adequate information has been provided at this stage. Any drainage scheme would be required to incorporate attenuation and restricted flow rates of surface water from the site the final details of which would be subject to agreement via an appropriately worded condition attached to any approval.

TV Reception – The submitted survey concludes that the proposal is unlikely to affect TV reception or broadband connectivity. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

The Economy - The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of residential accommodation and therefore, it remains critical to ensure a strong pipeline of residential development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity and this proposal would assist in continuing to support construction jobs in the City.

Local Opinion

Construction impacts – Some concerns have been raised with regards to the construction impacts of the proposed development. It is acknowledged that a development of the proposed scale would give rise to impacts during the construction phase, these would be mitigate through best practice and mitigation provided through measures such as dust management. It is considered appropriate that further details are provided in the form of a Construction Management Plan. As such impacts during the construction phase can be mitigate against and would be temporary in nature, it is not considered that a refusal of permission could be sustained based upon construction impacts.

Problems encountered with other phases of development - A number of occupiers of phase 1 of the development have raised concerns with matters relating to their

development. The applicant is aware of the issues raised and it is understood have instigated a programme of works to rectify these.

Loss of light, overlooking and loss of privacy – The application site has been identified for high density residential development since 2005. In addition a building of 11 storeys was envisaged as part of phased development in a linear block fronting Old Mill Street and it's junction on Great Ancoats Street. Whilst these permissions expired in 2013 they set an indication of the likely form and scale of development. As part of the masterplanning for the development of this area the two blocks that formed Phase 1 were designed to acknowledge the future development of adjacent pieces of land. As set out within this report the distances between the proposed development and existing residential developments reflects the sites city centre , high density context and relationships between buildings within this area.

Loss of privacy and overshadowing of outside amenity space – The existing external amenity space developed as part of phase 1 is already subject to significant overshadowing and overlooking from the 21 storey block developed as part of that phase of development. The applicant has provided information relating to overshadowing which indicates that the proposed development would not impact on this space mainly due to its positioning outside of the sun path. The proposed building would have windows overlooking this space, this would be from a greater distance than the phase 1 buildings. It is not considered that the impacts on existing outdoor amenity spaces would be sufficient to warrant a refusal of the application proposals.

Access Road – The internal access road is unadopted, it is understood from the applicant that there have been instances of fly parking on this road. The management company for the Islington Wharf development has instigated management of this road including ticketing unauthorised parking. The road has had double yellow markings to also protect from fly and unauthorised car parking. MCC Highway Services have reviewed the submitted information and raise no objections to the proposals on highway impact grounds.

Conclusion - The proposal would see the final phase redevelopment of a prominent vacant brownfield site within one of Manchester's key regeneration areas. A total of 106 residential units would be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing additional residential accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents and is therefore considered to accord with national and local planning policies.

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 Director 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 APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. This included the request of further information relating to the drainage scheme for the proposals and clarification regarding highway implications appropriately worded conditions are proposed.

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: 126669/FO/2020 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.

Conditions to be attached to the decision

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

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

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

Drawings:

RYD 00 00 DR A 3000 REV P07 – LEVEL 00 – GA PLAN
 RYD 00 01 DR A 3001 REV P07 - LEVEL 01 – GA PLAN
 RYD 00 ZZ DR A 3002 REV P06 - LEVEL 02-06 GA PLANS
 RYD 00 02 DR A 3007 REV P07 - LEVEL 07-08 GA PLANS
 RYD 00 ZZ DR A 3009 REV P03 - LEVEL 09-10 GA PLANS
 RYD 00 11 DR A 3011 REV P07 - LEVEL 11 GA PLAN
 RYD 00 ZZ DR A 3012 REV P03 - LEVEL 12-15 GA PLAN
 RYD 00 R16 DR A 3016 REV P02 - ROOF LEVEL GA PLAN
 RYD 00 00 DR A 3500 REV P01 – SITE ACCESS

RYD 00 XX DR A 3600 REV P1 – STREET ELEVATIONS
 RYD 00 XX DR A 3605 REV P05 - GA ELEVATIONS 01 OF 02
 RYD 00 ZZ DR L 2101 REV P03 – LANDSCAPE MASTERPLAN
 RYD 00 XX DR A 3900 REV P1 - BAY STUDY - REFERENCE SHEET
 RYD 00 XX DR A 3901 REV P03 - BAY STUDY 01
 RYD 00 XX DR A 3901 REV P03 - BAY STUDY 02
 RYD 00 XX DR A 3904 REV P2 - BAY STUDY 04
 RYD 00 00 DR A 3511 REV P01 – Refuse Collection Strategy
 All received by the City Council as local planning authority on the 6th April 2020

RYD 00 XX DR A 3606 REV P06 - GA ELEVATIONS 02 OF 02
 RYD 00 XX DR A 3800 REV P02 – GA SECTIONS
 RYD 00 XX DR A 3903 REV P04 – BAY STUDY 03
 All received by the City Council as local planning authority on the 26th June 2020

Documents:

Air Quality Assessment prepared by Hydrock *ISW-HYD-XX-XX-Y-RP-2001-P02*
 Broadband Connectivity Assessment prepared by GTech
 Crime Impact Statement prepared by GMP Design for Security 2018/0767/CIS/02
 Version B
 Energy Statement prepared by Hannan Associates 3676-HAN-ZZ-XX-RP-MEP-003
 Issue 02
 Environmental Standards Statement prepared by Hannan Associates 3676-HAN-ZZ-XX-RP-MEP-004 Issue 02
 Planning and Consultation Statement prepared by Savills
 Television and Radio Reception impact Assessment prepared by GTech
 Noise Assessment prepared by AEC
 Ecological Assessment version 3 prepared by TEP
 Daylight and Sunlight report prepared by GIA Chartered Surveyors FIA No:0696
 Flood Risk Assessment prepared by Hydrock *ref: 10042-HYD-XX-XX-RP-FR-0001*
 Refuse Collection Strategy RYD 00 00 DR A 3511 Rev P01
 Framework Travel Plan prepared by Hydrock *ref 10042-HYD-XX-XX-RP-TP-6001-P04*
 All received by the City Council as local planning authority on the 6th April 2020

Ground Investigation Report prepared by Hydrock *ref: 10042-HYD-XX-XX-RP-GE-0002* received by the City Council as local planning authority on the 6th May 2020

Ground Condition Desk Study prepared by Hydrock *ref IW4-YD-XX-XX-RP-GE-0001_Desk_Study* received by the City Council as local planning authority on the 21st May 2020

Archaeological Desk Based Assessment prepared by University of Salford
 SA/2020/37 received by the City Council as local planning authority on the 8th June 2020

Design and Access Statement prepared by Ryder received by the City Council as local planning authority on the 26th June 2020

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

3) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March – August 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).

4) Notwithstanding the flood risk and drainage strategy prepared by Hydrock stamped as received by the City Council, as Local Planning Authority, on the 6th April 2020:

(a) The installation of any drainage for the site shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- 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 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 calculations of the proposed drainage system for the entire network;
- Construction details of flow control and SuDS elements

The development shall then be constructed in accordance with the approved details, within an agreed timescale.

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)

5) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction 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 of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the commencement of the development, a detailed construction management plan outlining working practices during construction shall be submitted for approval in writing by the City Council, as local planning authority, which for the avoidance of doubt should include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust Management Plan;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy, vehicular access point, vehicular activity associated with construction and swept path analysis; and,
- Parking of construction vehicles and staff.
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The development shall be carried out in accordance with the approved construction management plan.

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

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

8) Prior to construction works progressing above ground level, samples and specifications of all material to be used on all external elevations of the development including details of the car park access gate and fence shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, soffits, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

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

9) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement and Energy Statement prepared by Hannan Associates stamped as received by the City Council, as Local Planning Authority, on the 6th April 2020. For the avoidance of doubt the development shall achieve an overall a site wide reduction in CO₂ over Part L (2010) of the Building Regulations of a minimum of 25%. A post construction review certificate/statement confirming this shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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.

10) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) (a) Notwithstanding drawing RYD 00 ZZ DR L 2101 REV P03 – LANDSCAPE MASTERPLAN as received by the City Council, as Local Planning Authority, on the 6th April 2020, prior to the first occupation of the development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification and size of trees) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. 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.

12) (a) Prior to the first occupation of the residential element of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to

achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, 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).

13) (a) Within three months of the commencement of development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network and surrounding commercial uses together with full details of the ventilation of residential accommodation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation and ventilation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

(b) Prior to the first use of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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).

14 (a) Prior to the first use of the commercial unit as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6th April 2020, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the L_{aeq} shall be controlled to 10 dB below the L_{a90} (without entertainment noise) in each octave band at the façade of the

nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125 Hz octave bands shall be controlled so as not to exceed (in habitable rooms) 47 and 41 dB, respectively.

The approved scheme shall then be implemented and retained and maintained for as long as the development remains in use.

(b) Prior to the first use of the commercial unit, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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).

15) The waste management arrangements for the residential element hereby approved shall be carried out in accordance with the waste management profoma and Design and Access Statement and drawing reference RYD 00 00 DR A 3511 REV P01 as received by the City Council, as Local Planning Authority, on the 6th April 2020.

The details shall be implemented prior to the first occupation of the residential element of the development and thereafter retained and maintained in situ.

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

16) Prior to the first use of the commercial unit as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6th April 2020 a waste management strategy and location of waste storage for the commercial unit 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 use of the development and thereafter retained and maintained in situ.

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

17) Prior to the first use of the commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6th April 2020, details of a scheme to extract fumes, vapours and odours from that

commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the commercial units and thereafter retained and maintained in situ.

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

18) Prior to the first use of the commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6th April 2020 a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The commercial unit shall then be operated in accordance with the agreed hours of opening.

Reason – In the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

19) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for the commercial unit only:

- 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).

20) The commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6th April 2020, can be occupied as A1, A2, A3, and B1. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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

21) 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 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 details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

22) 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.

23) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 6th April 2020. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

24) Prior to the first occupation of the residential element of the development, a travel plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. 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 residential element of development, 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).

25) Prior to the first occupation of the development hereby approved the car parking layout as indicated on drawing RYD 00 ZZ DR L 2101 REV P03 as received by the

City Council, as Local Planning Authority, on the 6th April 2020 shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

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

26) Prior to the first occupation of the development hereby approved, the cycle spaces shall be implemented and made available in accordance with the approved drawings and documents as received by the City Council, as Local Planning Authority, on the 6th April 2020.

Reason – To ensure there is sufficient cycles 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).

27) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatements removal of redundant crossovers shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place within a timescale previously agreed in writing by the City Council as local planning authority.

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).

28) 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 the premises 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.

29) Prior to the first occupation of the residential element of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) Prior to the first occupation of the residential element of the development, details and specification of the fast charging electric car charging points within the approved car park shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

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

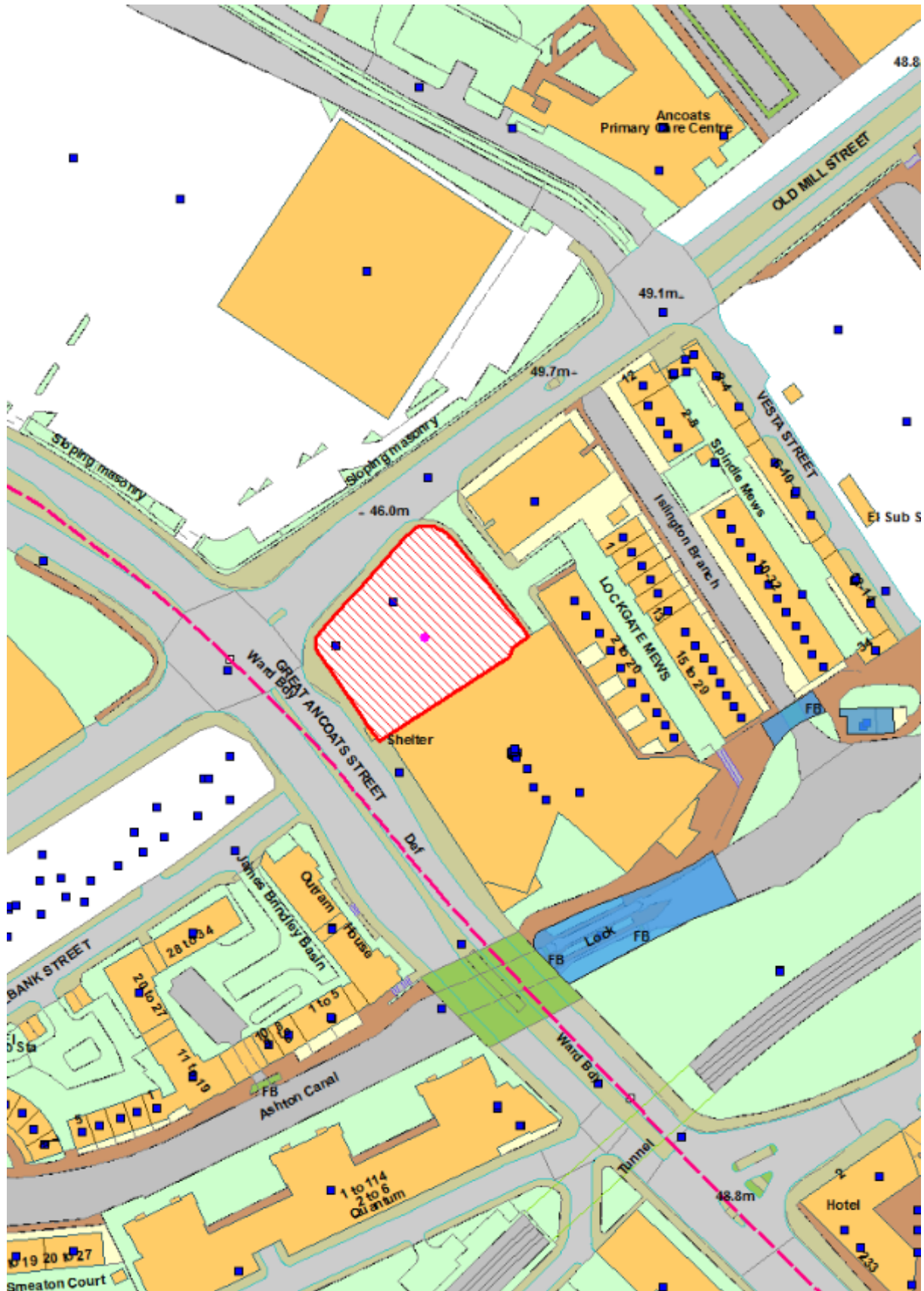
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Strategic Development Team
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	r.griffin@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
126668/FO/2020	3rd Apr 2020	30th Jul 2020	Deansgate Ward

Proposal Full planning permission for the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801)

Location Land Bound By Silvercroft Street, Crown Street, And The Mancunian Way, Manchester, M15 4AX

Applicant , Renaker Build Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, P O Box 500, 2 Hardman Street, Manchester, M3 3HF

Description

This 1.1 ha site is in the Great Jackson Street Strategic Regeneration Framework Area (SRF) close to a key entry point into the city centre. It is bounded by the Mancunian Way, Crown Street Phase 1; the former Bridgewater Canal Offices; a surface level car park; and a slip road off the Mancunian Way linking into Melbourne Street and Crown Street. The site is a cleared site, was formerly a car park and includes Crown Street and Silvercroft Street.

The Great Jackson Street area includes cleared sites, light industrial uses and temporary car parking, as well as the Gaddum Centre, which is a three storey red brick office building with a pitched tiled roof on Great Jackson Street. The Deansgate Square development at Owen Street, consisting of four residential towers, is to the north-east. Two residential towers with mixed uses at ground floor are under construction at Crown Street Phase 1, which adjoins the site to the north-west. There are residential properties on the opposite side of Chester Road within Castlefield and there is a considerable amount of residential development in Hulme.

Castlefield Conservation Area is on the opposite side of Chester Road and the development could affect the settings of a number of listed buildings, including: the former Bridgewater Canal Company offices (Grade II listed) to the north of the site at the junction of Chester Street/Great Jackson Street; Middle Warehouse (Grade II) on Chester Road to the north; the School House (Grade II) on Jackson Crescent across the Mancunian Way to the south of the site; and St Georges Church (Grade II*)

listed), including its walls and gates (Grade II), which is to the west of the site across the Mancunian Way roundabout.

This is the second phase of development to come forward within Plot C of the Great Jackson Street SRF. Phase 1, consists of 664 homes in two towers of 21 and 51 storeys approved under planning permission 119806.



Elements that are part of this application highlighted **orange**.

1. Crown St - Phase 1, Tower C1 (under construction)
2. Crown St - Phase 1, Tower C2 (under construction)
3. Crown St - Phase 2, Building C3, School - **Outline element**
4. Crown St - Phase 2, Tower C4
5. Crown St - Phase 2, Tower C5
6. Public Park
7. Entrance to public car park
8. Future development plot (Phase 3)
9. Deansgate Square Marketing Suite
10. Gaddum House
11. Bridgewater House

The Proposal

The application proposes:

- 855 homes with 33 per cent one bedroom, 60 per cent two bedroom, 6 per cent three bedroom and 1 per cent duplexes;
- 244 residents' car parking spaces, with 24 accessible spaces and 24 spaces with electric vehicle charging points (EVCs) (10% provision);
- A public car park with 389 spaces in a three level basement, including 19 accessible spaces (5%) and future proofing for EVCs should the demand arise;
- 855 cycle storage spaces;
- A 0.5ha (hectare) public park;
- Two retail units facing into the public park;
- Ancillary residential amenity space including a private roof terrace and gym;
- A single form entry primary school. Outline planning permission is sought for this part of the development;
- A soft landscape zone to the west of the development;
- A wide lawn and tree planting area located to the south of the development;
- A pedestrian link along Silvercroft Street leading to Great Jackson Street and beyond;
- A shared pedestrian and cycling route along the eastern edge of the public park;
- Infrastructure improvements, such as raised tables, to promote pedestrian connectivity the Crown Street Phase 1 development;
- A servicing road that would run around the perimeter of the site.

The application is a phased hybrid application seeking full planning permission and outline planning permission. Full planning permission comprises three phases:

Phase A: a 52 storey building (building C4), comprising 414 homes, a perimeter servicing and access route, public realm, including partial delivery of a public park and landscaping, and a private residential basement car park.

Phase B: a 52 storey building (building C5), comprising 441 homes, a perimeter servicing and access route, public realm, including delivery of the remaining area of public park and landscaping, and a private residential basement car park.

Phase D: A three storey, publically accessible, basement car park.

Outline planning permission with all matters reserved is sought for:

Phase C: A 3 storey single entry primary school with outdoor play facilities on the roof, between these buildings and Crown Street Phase 1.

The towers would be linked by a two storey podium that would be situated on the south eastern part of the site. The buildings would look out onto the public park on the north western part of the site. The podium would accommodate double height concierge spaces for each tower, with access from the park, with a lounge and amenity space, including a gym and sauna. The podium would accommodate two double height retail units fronting the park. The towers would begin at second floor



Parking would be provided in three basement levels with the public car park located under the public park and the school. Access to the public car park would be off the spur of Silvercroft Street at Crown Street. Silvercroft Street would also provide access to the residents parking, via a private access that would run past the Crown Street Phase 1 site and the school. Access to the plant rooms and refuse stores would also be located here.

The bin provision would include:

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Building C5 apartments: 23no. 1100L Eurobins for general waste; 11no. 1100L bins for pulvable paper/card; and 11no. 1100L bins for mixed recycling.

It is proposed that food waste be bagged and brought to two purpose built bin stores at ground level.

Commercial waste per retail unit: 1no. bin for general refuse; 1no. bin for pulvable paper/card recycling; and 1no. bin for co-mingled recyclables.

Building C4 would be a tower with curved convex sides and angled concave ends. It would appear to straddle the podium building, with its ends supported on concrete elliptical shaped columns to the front and rear of the podium. The apartments would be arranged around a central linear core. The tower façades would be fully glazed with a regular uniform grid pattern of vertically proportioned full height tinted windows and anodised aluminium perforated opening vents. The glazing and aluminium vents to the northern and southern ends of the tower would be in mid and dark grey tones, and there would be a series of horizontal and vertical fins to these elevations to form a textured grid pattern. The cladding to the eastern and western sides of the tower would have a highly reflective finish in light greys and silver, with opaque glazed units in light and mid grey, fritted clear panels, silver anodised aluminium perforated vents and light tinted windows.

Building C5 would be a circular shaped tower with apartments arranged around a central core. The tower façade would be fully glazed with a regular uniform grid pattern of vertically proportioned full height dark grey tinted windows and mid grey anodised aluminium perforated vents, with a dark grey horizontal spandrel band matching the vent perforated pattern at each floor level to conceal the bulkhead. The glazing and aluminium cladding would be arranged in a staggered spiral pattern and would have a darker appearance than the main facades of Building C4. The tower would be supported on circular concrete columns coming down in front of the podium elevations.

The podium would follow the shapes of the towers at each end and the contours of the adjacent park. Its elevations would be glazed curtain walling with extruded aluminium fins. The fins would be anodised silver for the part of the podium that relates to tower C4 and anodised bronze where it relates to tower C5. The podium's glazed curtain walling would be broken up by light grey brickwork horizontal banding at first and second floor levels.

The public park would be landscaped with areas of open lawn, pathways, trees and herbaceous planting. A small informal play area would be provided.





Proposed Phase 2 in context with complete Phase 1 development (currently under construction)



View west from the park - afternoon

Publicity The application has been advertised in the Manchester Evening News, site notices displayed and the occupiers of nearby properties have been consulted. Six representations have been received. One is in support of the application on the grounds that it would enhance the immediate built environment bordering on Hulme by increasing footfall and natural surveillance, reducing car ownership, providing extra amenities and providing a good visual impact with a very high standard of design that complements the adjacent developments. The comments from the other representations can be summarised as follows:

So many tower blocks are having a detrimental impact on Castlefield's attractiveness to tourists and to potential residents who want to live in a less busy environment but still close to the City Centre.

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Manchester has lost its original appeal, individuality and charm. The type of apartments being built has changed the local demographic, culture and environment.

Loss of daylight and sunlight to existing properties around the site.

Overlooking of existing properties around the site.

Concern that the Great Jackson Street Development Framework is too focussed on residential resulting in a high density suburb with no activity or life at ground level. One or more future plots should be designated as offices or a hotel.

Lack of local amenities, such as shops, doctors, dentists etc to support this number of new residents.

The pedestrian links to Hulme Park should be improved with a more direct at-grade pedestrian crossing over the Mancunian Way (the current bridge is too winding) to overcome the barrier effect of the Mancunian Way.

Impact on traffic and the environment due to the increased availability of parking, encouraging more people to drive. The addition of the school would also impact rush hour traffic and access into and out the city, as well as increasing car pollution and general waste due to an increase in people traffic.

Noise and disturbance from construction.

Lack of affordability.

Lack of community cohesion. The communities of Castlefield, the towers and Hulme couldn't be further apart. None of the new towers' 'amenities' such as the pool and courts are available for other residents.

Highway Services - Request conditions regarding servicing hours, provision of a new Car Club bay, provision of a cycle crossing and tactile paving at the junction of Great Jackson Street/Chester Road, a Full Travel Plan and a Construction Management Plan. Advises on the information required for the school reserved matters application, which should include a Drop off zone along Great Jackson Street.

Environmental Health - Recommends conditions relating to ground contamination, Construction Management Plan (including wheel washing), fumes/odours, commercial opening hours, servicing hours, lighting, acoustics (commercial, residential and plant), waste management, and air quality.

MCC Flood Risk Management - Recommends conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - Recommends a condition requiring Secured by Design accreditation be attached to any permission.

Historic England (North West) - Historic England has no objection to the application on heritage grounds. It considers that the application meets the requirements of the NPPF, in particular paragraph numbers 184 and 193.

Environment Agency - The Environment Agency's Guiding Principles for Land Contamination should be followed as the site poses a risk of pollution to controlled waters due to past industrial activity.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, as well as late 18th and 19th century workers' housing. GMAAS therefore recommend a condition requiring a scheme of mitigation to excavate and record any remains.

Transport For Greater Manchester - Queried the use of the Saturn Regent Road model for traffic flows, requested further clarification on traffic distribution and requested that the whole development quantum be provided in assessments so that they include all parking spaces not just the public car park.

Manchester Airport Safeguarding Officer - Agrees with the comments of NATS and their requested conditions, and also requests a condition be attached requiring the building to be adequately lit.

National Air Traffic Safety (NATS) - The proposal is expected to have a technical impact on the Manchester M10 Radar at Manchester Airport, which should be mitigated through the imposition of aviation conditions.

Natural England - No objections.

Greater Manchester Ecology Unit - Recommends a condition regarding the protection of nesting birds and that more measures could be included to enhance biodiversity such as the use of more locally native species and the provision of features such as bird and bat boxes.

Sport England - Objects to the application as it believes that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. It requests a financial contribution towards off-site sports facilities and that the development incorporate the 10 principles of Active Design into its design

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 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 (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 855 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in appropriate locations within Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the accommodation proposed would support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposal is for a high-quality scheme in an area in need of further regeneration. It would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives, delivering housing to meet the demands of a growing economy and population. It would be within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange and bus routes. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – This high density development would provide homes and other uses on a brownfield site and safeguard and improve the environment and ensure safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered. The high quality buildings would raise design standards,

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and would seek to achieve a 'Very Good' BREEAM rating for the commercial element.

An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation.

The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible supporting sustainable growth and helping to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. It would provide housing near to jobs and support the City's economic growth and performance,

reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 855 homes in a highly accessible location and meet demand for housing near to jobs, in a sustainable location. It would address demographic needs and support economic growth which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and would provide high quality homes close to economic and commercial development. It would be close to sustainable transport and maximise use of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

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

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall in the area. The commercial units would provide services for other residents within the area.

Policy CC8 Change and Renewal – This large scheme would support the City Centres employment and retail role and would improve accessibility and legibility. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would have an impact on the character and appearance of the

nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The flats would be a mix of one, two and three bedroom apartments and townhouses, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building and site would be accessible.

Policy H1 Overall Housing Provision - The development would provide new City Centre homes, consistent with regeneration objectives, and help to create a mixed use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 Affordable Housing – A viability appraisal has been submitted regarding affordable housing which is discussed in more detail below.

Policy T1 Sustainable Transport – The development would encourage a modal shift to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would enhance the character of the area and the image of the City. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The development would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of nearby listed buildings and this is set out in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

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

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes a public park with lawns, herbaceous planting and tree planting, as well as green rooftop gardens, adding to the network of green spaces and allowing for adaptation to climate change in a heavily urbanised area.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposal would provide new open space to provide for the increase in population created by the development. It would also increase inter-connectivity between spaces to allow better links for disabled people, pedestrians and cyclists, and to enhance biodiversity.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

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

Policy EN 17 Water Quality – There would be no adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – Measures are required to ensure that the proposal would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, which would be secured through a condition.

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has an archaeological interest from Roman times and historical housing, and a scheme of investigation is proposed.

DC26.1 and DC26.5 Development and Noise – An acoustic assessments considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding

developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

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

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with extensive tree planting and green roofs. It would create pedestrian linkages through to the public realm area and riverside walkway proposed as part of the adjacent Owen Street development, improving access to the River Medlock.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015 and again in January 2018, following public consultation. It forms a material consideration in the determination of planning applications within its boundary. The overall aim of the updated Framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections. The planning application is broadly consistent with the updated Framework.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public

transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

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

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 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 of the 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 of the 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 (EIA)) Regulations 2017 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Air quality;
Daylight, sunlight and overshadowing;
Solar glare;
Townscape and visual impact;
Noise and vibration;
Traffic and transport;
Wind microclimate; and
Ground conditions and contamination.

These issues are dealt with in detail further on in the report below.

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

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new homes and more homes are required to support economic growth and development. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to transform a key entry point into the City.

Development Frameworks for First Street and Great Jackson Street aim to regenerate large parts of the southern edge of the City Centre. The proposal would be consistent with the Great Jackson Street SRF and could act as a catalyst for further development and regeneration.

The homes, amenities, the school, commercial and social facilities, public realm and park, would create a critical mass of activity and attract people to the area. It represents an opportunity to expand the active core of the city centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more housing. The scheme would provide homes in an area that has been identified as a suitable location for further residential development. This would be consistent with a number of the Greater Manchester Strategy's key growth priorities.

The proposal would complement the residential community in the area. The quality, mix and size of the apartments would appeal to several sectors of the market,

including owner occupiers and renters. The proposed school would serve the Great Jackson Street area and other communities.

The development would be in keeping with the objectives of the Great Jackson Street Development Framework, City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

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

In relation to brownfield sites, the NPPF sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of brownfield sites, Local Planning Authorities should:

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

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement under Core Strategy Policy H8 that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions, including where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The applicant has provided a viability appraisal for the proposal, which has been assessed and demonstrates that the scheme is viable and is capable of being delivered. A high quality residential development in this key regeneration area, with units of various sizes, would assist in diversifying the housing market in the City Centre. It would deliver substantial regeneration benefits, developing an under-used

site which detracts from the vitality and viability of the area. The starting point for development should be to deliver a policy compliant provision of 20 per cent affordable housing, however, this is subject to viability. Where proposals do not include 20 per cent affordable housing they need to include a viability appraisal.

Given the land interest of the City Council, there is an overarching land deal between the applicant and the City Council to ensure that an affordable housing contribution is secured and made available. In addition, the developer is contracted with the City Council to deliver a school to shell and core as part of the proposals and would be delivering a new public park as part of the proposed development. As the contribution towards affordable housing is secured through the land deal between the applicant and the City Council and given the additional obligations of the school and park that the developer would deliver, it is considered that the proposal meets the requirements of policy H8 'Affordable Housing' and PA1 'Planning Obligations' in this instance.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Assessment of Context and Heritage Assessment

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered and the application is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining 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 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

As the main higher grade heritage assets, (including St Peters Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), Manchester Central (grade II*) and Liverpool Road Station (grade I) are

some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square at Owen Street.

The site is not within a conservation area, but it is near to Castlefield Conservation Area to the north/north-west. The following listed buildings are potentially affected by the proposal: the former Bridgewater Canal Company offices; Middle Warehouse on Chester Road; Merchants Warehouse; Artingstalls Auctioneers (former Congregational Chapel) on Bridgewater Viaduct; Rochdale Canal Lock 92 (Dukes Lock); Manchester South Junction and Altrincham Railway Viaduct; Deansgate Station; the School House on Jackson Crescent across the Mancunian Way, all Grade II; and St Georges Church (Grade II* listed), including its walls and gates (Grade II), across the Mancunian Way roundabout. There is one Scheduled Ancient Monument within a 250m radius of the site, which is the eastern wall fragment of the Roman fort.

The impact of the development on the settings of these heritage assets has been assessed within the Heritage Statement through the appraisal of eight different viewpoints.

The site is 150m away from the southern boundary of Castlefield Conservation Area and the Grade II listed Middle Warehouse. However, the topography of the area, nearby development under construction and the presence of Chester Road create a physical and psychological separation. The enclosed, set-down nature of Castlefield Basin assists with this separation and, as any tall developments on the site are likely to be seen as modern developments in the distance, the development should not significantly affect the appreciation or understanding of the Castlefield Basin and its historically multi-level character. However, the proposal would impede on the sense of enclosure and the horizontality of the 19th century buildings, although this sense of enclosure has already been changed by existing development. It is considered, therefore, that the proposal would have a minor adverse impact on the setting of the Grade II listed Middle Warehouse and the character or appearance of Castlefield Conservation Area when viewed from the centre of the canal basin, and a negligible adverse impact when viewed from further to the east across the basin.

The proposal would have an impact on the setting of the Grade II* listed St George's Church when looking eastwards from the junction of Arundel Street and Ellesmere Street, which, in isolation, could be considered to be a moderate adverse visual impact upon the Grade II* St George's Church. However, when the proposal is viewed in conjunction with nearby committed developments, including the adjacent Crown Street Phase 1, the harm would be minor adverse as the additional developments in the view create a more cohesive urban skyline. It is also considered that the church and its grounds are better appreciated from other parts of the City.

The proposal would have a negligible beneficial impact on the setting of the adjacent grade II listed former Bridgewater Canal Offices which has lost its visual relationship with Castlefield Conservation Area due to post-industrial developments, the modern road infrastructure and the areas surface parking. The podium has been designed to respond to the height and articulation of the canal offices, reinstating an

appropriately scaled streetscape in which the listed building would sit. The proposal would have a positive impact on the environment surrounding the listed building and should encourage its re-use and refurbishment and help to secure its future.

The proposal would not cause substantial harm to any heritage assets, as it would not have a physical impact and would not seriously affect any important elements of any of the assets' special architectural or historic interest. The Heritage Assessment has concluded that the proposal has the potential for two instances of minor adverse impact and one instance of negligible adverse impact, with four instances of a neutral impact and one instance of a negligible beneficial impact. It can be concluded, therefore, that, overall, the proposal would result in less than substantial harm. In line with paragraph 196 of the NPPF, it is considered that any harm would be outweighed through the economic, social and cultural, and environmental public benefits of the scheme, which would include:

- Redeveloping a site that has a negative impact on the area;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric at a key gateway to the city centre;
- Optimising the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by businesses and residents and contributing to the creation of a new community as part of the Great Jackson Street Masterplan;
- Providing new high quality public spaces, including a public park to the City;
- Improving connectivity to Manchester's green and blue infrastructure, including Hulme Park and the River Medlock;
- Positively responding to the local character and historical development of the City Centre, whilst delivering a contemporary design that transforms the local context whilst retaining its significant components;
- Creating a safe and accessible public environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Providing job opportunities;
- Supporting mixed communities through the inclusion of a school and public park, which would also attract more families into the City Centre; and
- Providing sustained economic growth.

These public benefits would mitigate against any instances of harm and would sustain the heritage values of the heritage assets affected. On balance, therefore, it is considered that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the conservation area 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, thereby meeting the requirements set out in the NPPF.

The Townscape and Visual Impact Assessment has considered a range of views of the site across a wide area of the city. It concludes that, in most cases, the development would have a negligible or minor effect, which is not significant in EIA regulation terms. The impact increases to moderate but beneficial in closer views as the proposal would sit amongst a cluster of tall buildings and would fit in with the townscape character. The effects of the proposal would reduce as more tall buildings, in close proximity, such as Whitworth Street West or the De Trafford

scheme on Great Jackson Street are constructed. In a few cases they would obscure views of the proposal altogether.

The proposal would not have a significant adverse impact on any important views and would create a positive landmark. It would be a high quality architectural statement and enhance the skyline and have a positive effect on the townscape.

The site has archaeological interest relating to Manchester's Roman origins and former late 18th and 19th century workers' housing. Any archaeological interest would be fully investigated and recorded and this should be secured via a condition.

Architectural Quality

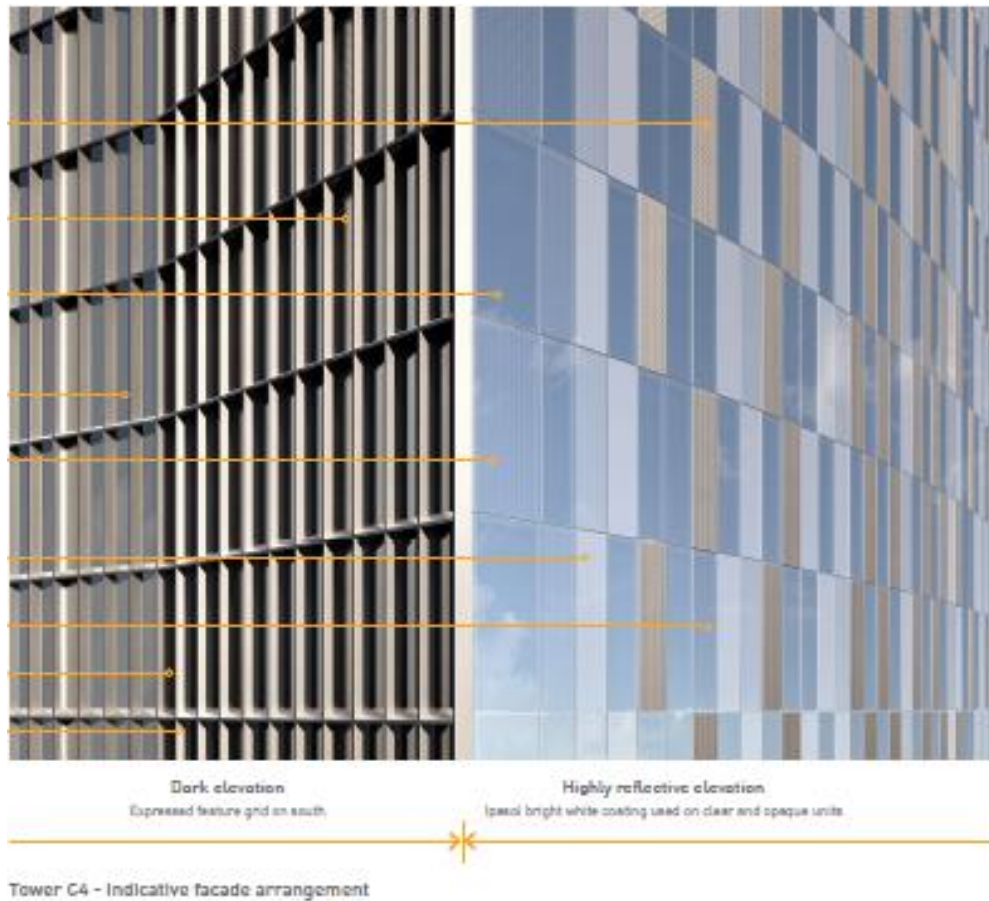
The key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

These high quality buildings would reinforce this gateway entry point to the city centre and be consistent with the massing and scale of development set out in the Great Jackson Street Development Framework. They would positively contribute to the group of tall buildings on this side of the City Centre, including Crown Street Phase 1, the four towers at Deansgate Square, Beetham Tower and Axis.

The development would retain the majority of the original urban grain of the area and incorporate pedestrian routes from Chester Road and the Hulme Bridge. The podium would respond to the more domestic scale of the listed Bridgewater Canal Offices and the podium of Phase 1. The podium, set-backs and overhangs at the bottom of the buildings would give a subdivision that is characteristic of traditional Manchester buildings. The vertical proportions of the glazing would be in keeping with the fenestration of nearby listed buildings, such as the former Bridgewater Canal Offices and Middle Warehouse and the adjacent and nearby modern towers.

The proposed towers would have a lightweight appearance, whilst the solid light grey brickwork of the podium would respond to the more solid appearance of nearby historic buildings and the structures and buildings in Castlefield Conservation Area. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be required.

Given the above, it is considered that the proposal would result in high quality buildings that would be appropriate to their surroundings.



Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, along with high quality design and construction standards to improve the energy efficiency of

the buildings. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy and a condition should be attached requiring the school and the commercial elements of the scheme to achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering tall buildings, such as the Deansgate Square development, Crown Street Phase 1 and No1 Water Street. The viability of the scheme has been costed on the quality in the submitted drawings.

The design team have experience of delivering tall buildings such as the Beetham Tower, No1 Deansgate, Deansgate Square and Crown Street Phase 1 and have recognised the high profile nature of the site and the required design quality. A significant amount of time has been spent developing the proposals and the submitted scheme to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal includes a new public park and landscaping to the perimeter of the site. The apartments, commercial units and the school would bring activity to this area. They would enliven and provide natural surveillance to the public realm, and the pedestrian and cycle routes that link to the other areas. The proposal would provide permeability and connect to Deansgate, Hulme, Castlefield, and First Street through pedestrian and cycle linkages across the site. The proposal builds upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme on nearby and adjoining residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The Great Jackson Street Development Framework envisages high density development and scale.

A Sunlight, Daylight and Overshadowing Assessment makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting. The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their sensitivity and proximity to the site:

- Castlegate apartments on Chester Road;
- Castle Quay apartments and commercial units
- City Gate apartments on Blantyre Street;
- Elizabeth Tower (Crown Street Phase 1 under construction); and
- Transition (the De Trafford scheme on Great Jackson Street that has planning permission but is not yet under construction).

Daylight

The assessment has used the following methods to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. 2,235 windows to 1,015 rooms within the above buildings were assessed for daylight with the following impacts:

Castlegate - 133 windows to 94 rooms were assessed. For VSC, 118 (89%) would meet the BRE criteria and (11%) would experience an alteration of between 20 and 30%. For NSL, all 94 rooms would meet the BRE criteria. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible.

Castle Quay - 152 windows to 78 rooms were assessed. For VSC, 135 (89%) windows would meet the BRE criteria. Of those that would not meet the criteria, 3 (2%) would be altered by between 20 and 30%, 5 (3%) an alteration of between 30 and 40%, and 9 (6%) an alterations in excess of 40%. For NSL, 69 (89%) of 78 rooms would meet the BRE criteria. 1 (1%) would experience an alteration between 20-30%, 3 (4%) an alteration between 30-40%, and 5 (6%) alterations in excess of 40%. Considering the urban context of the development, this is considered to be a high level of compliance. Overall, the effect to daylight on this property is considered to be minor adverse and not significant.

Citygate - 238 windows to 131 rooms were assessed for daylight. For VSC, 238 (100%) would meet the BRE criteria. For NSL, all of the 131 rooms assessed would meet the BRE criteria. The effect on daylight would be negligible.

Elizabeth Tower – 1,034 windows to 538 rooms were assessed for daylight. For VSC, 353 (34%) would meet the BRE criteria. Of those that would not meet the criteria, 76 would experience an alteration between 20-30%, 292 an alteration between 30-40%, and 313 windows alterations in excess of 40%. For NSL, 400 (74%) would meet the BRE criteria. 136 would experience an alteration of between 20 and 30% and 2 would experience an alteration between 30 and 40%. The property is currently under construction. Future residents should be aware of the proposal so a low sensitivity to change has been applied. Considering the City Centre location and the low sensitivity of the property, the effect on daylight is considered to be minor adverse and not significant.

Transition – 678 windows to 174 rooms were assessed for daylight. For VSC 610 (90%) would meet the BRE criteria. 59 of the affected windows would experience an alteration between 20-30%, 5 an alteration between 30-40%, and the remaining 4 an alteration in excess of 40%. For NSL, 165 (95%) of 174 rooms would meet the BRE criteria. The affected rooms would experience an alteration of between 20-30%. The building is not yet under construction and residents should be aware of the proposal so a low sensitivity to change was applied. Considering the City Centre location, the medium sensitivity of the property, and the minor impact, the effect on daylight is considered to be minor adverse and not significant.

Sunlight

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

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

The sunlight assessment relates to windows that currently receive some direct sunlight. The impacts on the buildings around the site can be summarised as follows:

Castlegate – 88 rooms were assessed. Eighty six (98%) would meet the BRE criteria for both Winter and Annual PSH. 2 would experience alterations in APSH of between 20 to 30%. Considering the City Centre location, and the medium sensitivity of the property, the effect on sunlight would be negligible in significance.

Castle Quay - All of the 78 rooms assessed would meet the BRE criteria for both Winter and APSH and the effect would be negligible.

Citygate – All of the 129 rooms assessed would meet the BRE criteria for both Winter and APSH and the effect would be negligible.

Elizabeth Tower - 195 rooms were assessed and 193 (99%) would meet the BRE criteria for both Winter and Annual PSH. One would experience an alteration between 30-40% and one alterations in excess of 40%. Overall, considering the City Centre location and the low sensitivity of the property, the effect to sunlight on this building is considered to be negligible.

Transition - 60 rooms were assessed and 50 (83%) would meet the criteria for both Winter and Annual PSH. 1 would experience an alteration in Annual PSH between 30-40% and 1 in excess of 40%. 9 rooms would experience an alteration in Winter PSH in excess of 40%. This is to be expected as lower winter sun tends to be blocked more easily in urban areas, where higher buildings are present. Considering the City Centre location, the impact is predominantly to the winter PSH and due to the low sensitivity of the property, the effect to sunlight would be negligible.

The results should be considered in the context of a site has been cleared for many years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation against which the impacts are measured do not represent the usual baseline situation that would be encountered within a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, the impact on daylight would be negligible to minor adverse and the impact on sunlight would be negligible adverse. Given the small scale of these effects, the City Centre location and the context of the site, no further mitigation is considered necessary and the impact of the proposal would be acceptable.

Solar Glare

The proposal would result in a range of adverse or negligible effects from solar glare, with the effects most significant in the winter months when the sun is low in the sky. Mitigation measures have been introduced into the design of the scheme, involving shading on the southern façade of the C4 tower and the distribution of perforated panels to break up potential reflections, and the study is based on the mitigated scheme. Twelve locations would not experience significant effects, whilst one at the Chorlton Road northbound junction with Royce Road and one at the south-eastbound junction on St George's roundabout, could experience significant effects. This assumes the worst case scenario, however, as the study assumes clear skies throughout the year. As winter weather in Manchester often involves cloud cover, in reality the actual occurrences of glare would be rare. They would also be momentary due to the dynamic nature of traffic flow and, at both junctions, drivers would have secondary traffic lights to rely on. The school and future, neighbouring developments could reduce or eliminate many of the impacts. In advance of the school being built, facade wraps could be put in place for four months of the year to reduce solar glare. For some of the locations considered, the sun would be directly visible if the development itself was not present. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context. Given the above, it is considered that the proposed development would have an acceptable impact on solar glare and no further permanent mitigation measures are considered to be necessary.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m where higher density developments are located. The proposed towers would be approximately 32m apart. The closest residential properties to the site at Elizabeth Tower (Crown Street Phase 1) would be 33m at its closest point. This is an acceptable distance within the City Centre and the proposal would not have a detrimental impact in terms of overlooking on residential properties near the site.

(b) Wind

A wind microclimate study took into account the different scenarios that the phasing of the development could result in and the following mitigation measures:

- 86 trees are located within the grounds of the development. Their height/width varies, from 3m/3m, 3.5m/3m, 4.5m/3m to 6m/3m accordingly;
- On the terraces of towers C4 and C5, 16 trees of 3m height and 3m width;
- Three 1m wide, 3m tall screens (50% open) to the north of C3, staggered on the footpath;
- Two 1.5m wide, 3.2m tall screens (75% open) in the eastern part of the passage between C3 and C4; and
- One 6m wide, 2m tall screen (50% open) in the western part of the passage between C3 and C4.

The proposal would modify the local wind environment and create improvements and some minor localised wind acceleration at pedestrian level. Wind conditions in and around the site would generally be safe for the public and suitable for their intended and existing uses, or would remain unchanged or improved when compared to the baseline conditions. Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, these would be acceptable.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance.

At the operational stage of the development, the air quality assessment has shown that poor air quality could be experienced by the lower floors of the development but that this could be mitigated by the following:

- mechanical ventilation to all internal areas at ground and first floor levels for the proposed school;
- mechanical ventilation to all habitable and amenity areas throughout the ground to first floor levels of the towers;
- individual NO_x filtration units to each ventilation system across all ground and first floor levels of the towers;
- NO_x filtration units to ensure the supply of clean air within all homes from the ground to first floor levels across the proposal; and
- high specification air tightness on the windows and doors at all habitable and commercial units on the ground to first floors of the towers.

Whilst the car park could have an impact on air quality, the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16. The following measures have been proposed to minimise the local impact of emissions from traffic:

- Up to 63 Electric Vehicle Charging Points;
- 855 Cycle Parking Spaces;
- Improvements to Cycling and Pedestrian access; and
- Travel Plan Implementation (including appointment of a travel plan coordinator).

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses, providing the above mitigation measures are employed, and a condition requiring this should be attached to any permission.

(d) Noise and Vibration

A Noise Impact Assessment has identified that the sources of noise that could impact upon the homes and school are road traffic on Chester Road and the Mancunian Way and noise associated with the commercial units, such as mechanical and electrical plant items. It recommends that upgraded glazing would be required for some bedrooms and living rooms. Mitigation and compliance with the

specified plant noise emission limits, should provide protection against development-generated noise for the closest homes. Mitigation measures such as upgraded glazing may be required in the school depending on the location of the classrooms within the building. These and further measures relating to the gym use and the commercial units should be controlled through a condition and through the reserved matters application for the school. Subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on telecommunications. It concludes that it is possible that there would be no impact on television signals because small/moderate losses may not result in noticeable interference in the surrounding area. If there are any impacts, they would most likely be in the shadow zone within one kilometre of the development. Television signals from satellite systems would not be adversely affected. A condition requiring a post-construction survey and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety.

Sufficient parking would be provided on site to meet future residents' needs and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The design would include a wide mix of apartment sizes that could attract a range of occupants and help to foster a mixed community. Roof gardens and public realm would be provided above the podiums. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings. In addition, residential amenity facilities are proposed, which would help to foster a sense of community.

The high quality public realm, would provide amenity space and a through-route into Great Jackson Street from Chester Road and the Mancunian Way Footbridge. The active frontage overlooking the public park would be maximised to increase activity and vitality in the area and increase passive surveillance. Servicing and back of house facilities are located at the rear of the podium adjacent to the Mancunian Way, which would be screened in part by planting. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the Historic England guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a significant impact upon traffic and network capacity. The site is close to bus routes and bus stops, Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links around the site and the proposal itself would introduce further pedestrian and cycle linkages. The site is within walking distance of services and amenities within the City Centre.

In recent years, surface car parks within the City Centre have been developed for other economic uses, supporting Manchester's economic growth. The provision of car parking in strategic City Centre locations is required to support the continued economic growth of the city. The car park would be located on the edge of the City Centre and would be within a multi-storey basement. By accommodating spaces within a multi-storey underground basement it allows the site to be developed and deliver economic and public benefits in tandem with this provision. In turn, this would allow more centrally located sites to come forward for development.

A Framework Travel Plan (TP) sets out a package of practical measures aimed at reducing the transportation and traffic impact, including the provision of public transport, walking and cycling information and a car club scheme. The Plan would encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

The proposed development is expected to have a technical impact on the Manchester M10 Radar located at Manchester Airport, which can be mitigated through the imposition of aviation conditions on any approval.

Waste and Recycling

There would be a residential bin store on the ground floor of each tower. An automated tri-separator at the bottom of the chute would separate each different form of waste. The three waste streams would be colour coded to assist management and compliance, and residents would have three corresponding colour coded waste bins within each apartment. Waste collection would be supervised by the on-site building management team with bins brought out immediately prior to collection and returned immediately after. Collections would be from the two loading bays close to the refuse stores on the service road behind the buildings. Each commercial unit would have its own self-contained refuse store, with access out to the building service bays. The bin stores would be naturally ventilated through the facade.

The bin provision would include:

Building C4 apartments: 22no. 1100L Eurobins for general waste; 11no. 1100L bins for pulvable paper/card; and 11no. 1100L bins for mixed recycling.

Building C5 apartments: 23no. 1100L Eurobins for general waste; 11no. 1100L bins for pulvable paper/card; and 11no. 1100L bins for mixed recycling.

It is proposed that food waste be bagged and brought to two purpose built bin stores at ground level.

Commercial waste per retail unit: 1no. bin for general refuse; 1no. bin for pulvable paper/card recycling; and 1no. bin for co-mingled recyclables.

A condition should ensure adequate waste storage and management. A condition would be required in relation to waste strategies for the commercial units.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site. A minimum of five per cent of public parking spaces and 10 per cent of private parking spaces would be fully accessible. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The apartments, commercial units, school and public park would bring additional vitality to the area. There would be windows overlooking all frontages which would enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement carried out by Greater Manchester Police confirms support for the scheme and provides detailed measures that would be incorporated into the scheme. It is recommended a condition would require the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate planting and green roofs to provide amenity space for residents. Trees would be planted around the perimeter of the site and in the new public park. The proposal would enhance linkages to the rest of the Great Jackson Street area, including the large public realm area and riverside walkway adjacent to the River Medlock at Deansgate Square. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

Contaminated Land and Impact on Water Resources

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment recommends that a condition should ensure that adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding from rivers or the sea, nor is it at risk of flooding from tidal or artificial sources (eg reservoirs and canals). A Drainage and Flood Risk Statement concludes that the use is appropriate and could be occupied safely subject to implementation of flood risk mitigation being carried out to mitigate against potential groundwater and surface water flooding. Conditions should therefore require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external amenity spaces, green roofs and external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes required via a planning condition.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. A 'fabric-led' material specification and high quality design and construction standards would improve the energy efficiency of the buildings. To better reflect the true CO₂ performance of the scheme, the emissions performance has been calculated using the updated SAP 10.0 carbon emission factor of 233 grams of CO₂/kWh. This reflects increased electricity generation from renewables and the switch away from burning coal in power stations. The application of SAP10 is considered to be a more accurate approach to assessing the expected carbon performance of new developments. When applying these up to date carbon factors (for UK grid mix electricity), the building is seen to improve upon the Part L1A 2013 compliance

standard by 57.3%. As a consequence of the decarbonised status of the UK's electricity grid, the actual emissions are 45% lower than the out-of-date carbon factors used for building regulation compliance purposes. Therefore the full electric energy strategy meets the City Council's objectives in addressing the recently declared Climate Emergency.

All apartments would have Mechanical Ventilation with Heat Recovery systems to reduce the heat losses and energy demands. There would be air source heat pumps in the amenity areas, gymnasium and non-domestic zones. Low energy and LED lighting would be used to maximise operational efficiencies and lifespan of the fittings. Water consumption would be minimised and the internal water strategy would exceed the regulatory standard through the specification of efficient water fixtures. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 855 cycle spaces, up to 63 Electric Vehicle Charging Points, improvements to Cycling and Pedestrian access; and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

COVID-19 Potential Impacts

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Conclusion

It is considered that a mixed use development incorporating tall buildings and the proposed level of residential and commercial units would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for tall buildings and the development would be well designed and of a high quality development at this important gateway site. It would fulfil an important role in providing residential accommodation within the City Centre.

Residential development would be consistent with a number of the GM Strategy's key growth priorities delivering housing to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City

The development would not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby Castlefield Conservation Area. The development would have an acceptable impact on residential amenity and would regenerate a site that currently has a negative impact on the area, including improving the public realm and permeability within the area.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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 APPROVE

Article 35 Declaration

In assessing the merits of an application for planning permission officers seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, air quality, aviation safeguarding, solar glare, biodiversity and amenity.

Conditions to be attached to the decision

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

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

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

Zone 1

10292-Z1-SHP-G000-PL-00-B5D801 P 01	Application Boundary Plan
10292-Z1-SHP-G000-PL-00-B5D802 P 02	Phasing Plan - Ground Level
10292-Z1-SHP-G000-PL-B1-B5D801 P 02	Phasing Plan - Basement Level 1
10292-Z1-SHP-G100-PL-00-B5D802 P 01	Zone 1 - Existing Site Plan
10292-Z1-SHP-G100-PL-00-B5D803 P 02	Zone 1 - Proposed Site Plan
10292-Z1-SHP-G100-PL-B1-B5D801 P 02	Zone 1 - GA Plan - Level B1
10292-Z1-SHP-G100-PL-B2-B5D801 P 02	Zone 1 - GA Plan - Level B2
10292-Z1-SHP-G100-PL-B3-B5D801 P 02	Zone 1 - GA Plan - Level B3
10292-Z1-SHP-G100-PL-00-B5D801 P 02	Zone 1 - GA Plan - Level 00
10292-Z1-SHP-G100-PL-01-B5D801 P 02	Zone 1 - GA Plan - Level 01
10292-Z1-SHP-G100-PL-02-B5D801 P 02	Zone 1 - GA Plan - Level 02

10292-Z1-SHP-G100-PL-03-B5D801 P 02	Zone 1 - GA Plan - Typical Plan 1
Levels 03-39	
10292-Z1-SHP-G100-PL-40-B5D801 P 02	Zone 1 - GA Plan - Typical Plan 2
Levels 40-45	
10292-Z1-SHP-G100-PL-46-B5D801 P 02	Zone 1 - GA Plan - Typical Plan 3
Levels 46-48	
10292-Z1-SHP-G100-PL-49-B5D801 P 02	Zone 1 - GA Plan - Typical Plan 4
Penthouse Level	
10292-Z1-SHP-G100-PL-RF-B5D801 P 02	Zone 1 - GA Plan - Roof
10292-Z1-SHP-G100-EL-XX-B5D801 P 02	Zone 1 - North Elevation
10292-Z1-SHP-G100-EL-XX-B5D802 P 02	Zone 1 - South Elevation
10292-Z1-SHP-G100-EL-XX-B5D803 P 03	Zone 1 - East Elevation
10292-Z1-SHP-G100-EL-XX-B5D804 P 03	Zone 1 - West Elevation
10292-Z1-SHP-G100-EL-XX-B5D805 P 02	Zone 1 - Contextual Elevation - South
10292-Z1-SHP-G100-EL-XX-B5D811 P 02	Zone 1 - North and South Elevation
Podium	
10292-Z1-SHP-G100-EL-XX-B5D812 P 02	Zone 1 - East and West Elevation
Podium	
10292-Z1-SHP-F800-PL-00-B5D801	Zone 1 - Servicing Drawing (Phase A)
10292-Z1-SHP-F800-PL-00-B5D802	Zone 1 - Servicing Drawing (Phase A + Phase B)
10292-Z1-SHP-F800-PL-00-B5D802	Zone 1 - Secure Line Drawing
10292-Z1-SHP-F800-PL-00-B5D802	Zone 1 - Refuse Strategy
10292-Z1-SHP-G100-SE-XX-B5D801 P 02	Zone 1 - Section AA
10292-Z1-SHP-G100-SE-XX-B5D802 P 02	Zone 1 - Podium and Basement
Carpark Section BB & CC	
10292-Z1-SHP-G251-DE-XX-B5D801 P 01	Zone 1 - Podium - Detailed bay study - north elevation
10292-Z1-SHP-G251-DE-XX-B5D802 P 01	Zone 1 - Podium - Detailed bay study - south elevation
10292-Z1-SHP-G251-DE-XX-B5D803 P 01	Zone 1 - Podium - Detailed bay study - west elevation
10292-Z1-SHP-G251-DE-XX-B5D804 P 01	Zone 1 - Podium - Detailed bay study - east elevation
10292-Z1-SHP-G200-DE-XX-B5D801 P 01	Zone 1 - Public Car Park Entrance Building
10292-Z1-SHP-G200-DE-XX-B5D802 P 01	Zone 1 - Public Car Park Escape Enclosure
10292-Z1-SHP-G200-DE-XX-B5D803 P 01	Zone 1 - Public Car Park Smoke Extract Enclosure
Building C3	
10292-C3-SHP-G100-PL-00-B5D801 P 02	Zone 1 - School Parameter Plan In Context
10292-C3-SHP-G100-PL-00-B5D802 P 01	Zone 1 - School Parameter Plan
10292-C3-SHP-G100-SE-XX-B5D801 P 01	School Parameter Section

Building C4

10292-C4-SHP-G200-PL-00-B5D801 P 01 C4 - GA Plan - Level 00
 10292-C4-SHP-G200-PL-01-B5D801 P 01 C4 - GA Plan - Level 01
 10292-C4-SHP-G200-PL-02-B5D801 P 02 C4 - GA Plan - Level 02
 10292-C4-SHP-G200-PL-03-B5D801 P 01 C4 - GA Plan - Typical Plan 1 Levels
 03-05-07-09-11-13-15-17-19-21-23-25-27-29-31-33-35-37-39-41-43-45

10292-C4-SHP-G200-PL-04-B5D801 P 01 C4 - GA Plan - Typical Plan 2 Levels
 04-06-08-10-12-14-16-18-20-22-24-26-28-30-32-34-36-38-40-42-44

10292-C4-SHP-G200-PL-46-B5D801 P 01 C4 - GA Plan - Typical Plan 3 Levels
 46-48

10292-C4-SHP-G200-PL-47-B5D801 P 01 C4 - GA Plan - Level 47

10292-C4-SHP-G200-PL-49-B5D801 P 01 C4 - GA Plan - Level 49 (Duplex) -
 Lower

10292-C4-SHP-G200-PL-50-B5D801 P 01 C4 - GA Plan - Level 50 (Duplex) -
 Upper

10292-C4-SHP-G200-PL-51-B5D801 P 01 C4 - GA Plan - Level 51

10292-C4-SHP-G200-PL-RF-B5D801 P 01 C4 - GA Plan - Roof

10292-C4-SHP-G200-EL-XX-B5D801 P 03 C4 - East Elevation (C4 as sole
 development condition)

10292-C4-SHP-G200-EL-XX-B5D802 P 01 C4 - East Podium Elevation (C4 as sole
 development condition)

10292-C4-SHP-G251-DE-XX-B5D801 P 01 C4 - External Wall Detail - North
 Elevation

10292-C4-SHP-G251-DE-XX-B5D802 P 01 C4 - External Wall Detail - South
 Elevation

10292-C4-SHP-G251-DE-XX-B5D803 P 01 C4 - External Wall Detail - West
 Elevation

10292-C4-SHP-G251-DE-XX-B5D804 P 01 C4 - External Wall Detail - East
 Elevation (C4 as sole development condition)

Building C5

10292-C5-SHP-G200-PL-00-B5D801 P 01 C5 - GA Plan - Level 00

10292-C5-SHP-G200-PL-01-B5D801 P 01 C5 - GA Plan - Level 01

10292-C5-SHP-G200-PL-02-B5D801 P 01 C5 - GA Plan - Level 02

10292-C5-SHP-G200-PL-03-B5D801 P 01 C5 - GA Plan - Typical Plan 1 Levels
 03-06-09-12-15-18-21-24-27-30-33-36-39

10292-C5-SHP-G200-PL-04-B5D801 P 01 C5 - GA Plan - Typical Plan 2 Levels
 04-07-10-13-16-19-22-25-28-31-34-37

10292-C5-SHP-G200-PL-05-B5D801 P 01 1 C5 - GA Plan - Typical Plan 3 Levels
 05-08-11-14-17-20-23-26-29-32-35-38

10292-C5-SHP-G200-PL-40-B5D801 P 01 C5 - GA Plan - Typical Plan 4 Levels
 40-43-46

10292-C5-SHP-G200-PL-43-B5D801 P 01 C5 - GA Plan - Typical Plan 5 Levels
 41-44-47

10292-C5-SHP-G200-PL-44-B5D801 P 01 C5 - GA Plan - Typical Plan 6 Levels
 42-45-48

10292-C5-SHP-G200-PL-49-B5D801 P 01 C5 - GA Plan - Level 49 (Duplex) Lower

10292-C5-SHP-G200-PL-50-B5D801 P 01 C5 - GA Plan - Level 50 (Duplex) Upper

10292-C5-SHP-G200-PL-51-B5D801 P 01 C5 - GA Plan - Level 51
 10292-C5-SHP-G200-PL-RF-B5D801 P 01 C5 - GA Plan - Roof
 10292-C5-SHP-G200-EL-XX-B5D801 P 02 C5 - West Elevation
 10292-C5-SHP-G251-DE-XX-B5D801 P 01 C5 - External Wall Detail - Typical
 Elevation

Landscape

PR-TPM-G710-PL-GRD-3442 101 Rev P6 General Arrangement
 PR-TPM-G710-PL-GRD-3442 102 Rev P6 Hardworks
 PR-TPM-G710-PL-GRD-3442 201 Rev P5 Planting Plan
 Z1-TPM-G710-PL-02-3442 103 Rev P1 C4 & C5 Residents' Garden
 Z1-TPM-G710-PL-02-3442 202 Rev P01 C4 & C5 Residents' Garden Softworks

Design and Access Statement Ref: Z1-SHP-A180-RP-XX-B5D801 Revision P02 dated January 2020 by SimpsonHaugh and Partners;
 Design and Access Statement - Inclusive Access Addendum Ref: Z1-SHP-A180-RP-XX-B5D803 Revision P01 dated July 2020 by SimpsonHaugh and Partners;
 Planning and Tall Building Statement dated April 2020 by Deloitte Real Estate;
 Written Scheme of Investigation for an Archaeological Evaluation at Crown Street (Phase 2) in the Castlefield Area of Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology;
 Archaeological Desk-Based Assessment Report No. 2020/02 by Salford Archaeology dated January 2020;
 Environmental Standards and Energy Statement dated April 2020 ref: 2019.194 by Element Sustainability;
 Ecological Survey and Assessment ref: 2019-275 dated February 2020 by ERAP;
 Arboricultural Impact Assessment with Tree Protection Measures by Godwins Arboricultural Limited received by the City Council as local planning authority on 3 April 2020;
 Crime Impact Statement version B: 7 February 2020 URN: 2019/0676/CIS/01 by Greater Manchester Police;
 Framework Travel Plan Ref: VN91388 dated February 2020 by Vectos;
 Site Waste Management Strategy Ref: VN91388 dated February 2020 by Vectos;
 Television Baseline Survey Report dated December 2019 by Pager Power;
 Aviation Safety Assessment dated March 2020 by Pager Power;
 Broadband Connectivity Assessment dated January 2020 by Pager Power;
 Ventilation Strategy Statement Ref: 19_021-Z1-MEP-G520-RP-XX-001 Revision P04 dated 18 February 2020 by MEP Design;
 Management Strategy dated 9 February 2020 by Zenith Property Management;
 Landscape Design Statement Ref: PR-TPM-G710-RP-GRD-3442 501 Rev P5 dated December 2019 by TPM Landscape Architects;
 Landscape Management Report Ref: PR-TPM-G710-RP-GRD-3442-502 January 2020 by TPM Landscape Architect;
 Local Labour Agreement – Statement of Intent by Renaker Build Ltd received by the City Council as local planning authority on 3 April 2020;
 Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP;
 Geo-Environmental Assessment Report Ref: 70059549-11515(3) dated February 2020 by WSP;

Preliminary Risk Assessment Ref: 70059549-11451(2) dated February 2020 by WSP;
 Gas Certificates received by the City Council as local planning authority on 8 July 2020;
 Environmental Statement Volume 1, Crown Street Phase 2 dated April 2020, prepared by Deloitte Real Estate with reports from technical consultants including:
 Air Quality by REC Limited;
 Daylight, Sunlight and Overshadowing Assessment by GIA;
 Solar Glare by GIA;
 Townscape and Visual Impact Assessment by Chris Burnett Associates;
 Noise and Vibration by REC Limited;
 Traffic and Transport by Vectos;
 Wind Microclimate by WSP;
 Environmental Statement Volume 2 – Technical Appendices Crown Street Phase 2 dated April 2020;
 Environmental Statement Non-Technical Summary Crown Street Phase 2 dated April 2020;
 Email from Ed Britton to Lucy Harrison dated 16 July, including the marked up Tower C4 - West Elevation drawing reference number 10292-C4-SHP-G251-EI-XX-005 P01 received by the City Council as local planning authority on 16 July 2020;

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

3) The development shall be phased in accordance with drawing numbers 10292-Z1-SHP-G000-PL-00-B5D802 Revision P02 and 10292-Z1-SHP-G000-PL-B1-B5D801 Revision P02.

Reason - For the avoidance of doubt, pursuant to Policy DM1 of the Core Strategy, as the development is proposed to be carried out in a phased manner.

4) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping

or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

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

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

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

6) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

7) a) Prior to the commencement of development within Phase A, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase A 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 Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase 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 Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

8) No development in Phase A shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

- a. A phased programme and methodology of investigation and recording that includes:
 - an evaluation through trial trenching;
 - dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);
- b. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds;
 - production of a final report on the significance of the archaeological and historical interest represented;
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance;
- e. Provision for archive deposition of the report and records of the site investigation;
- f. 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 Section 16, Paragraph 199 of the National Planning Policy Framework.

9) a) Prior to the commencement of development within Phase A , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted

for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of Phase A, details of the results of the scheme shall be submitted for consideration.

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

10) Prior to the commencement of development within Phase A , a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall 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;

*Sheeting over of construction vehicles; and

*Full details, including timings, of the façade wrap to remove solar glare reflection that shall be attached to the affected area of the elevation of Building C4, as indicated in the marked up Tower C4 - West Elevation drawing reference number 10292-C4-SHP-G251-EI-XX-005 P01 received by the City Council as local planning authority on 16 July 2020.

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

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

11) Prior to the commencement of development within Phase A, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

12) Prior to the commencement of development within Phase A, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

13) a. Prior to the commencement of development within Phase A, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of the proposed street furniture including seating, bins and lighting;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

14) Prior to the commencement of development within Phase A, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;
- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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. 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

16) No development in Phase A shall be carried out above 50 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

17) No development within Phase A shall commence unless and until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be fully implemented before first occupation of Phase A and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

18) Prior to the commencement of development within Phase A, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power dated December 2019 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before 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. The 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 in (a) 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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

19) a. Prior to the commencement of development within Phase A, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way and Chester Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB L_{Aeq} (individual noise events shall not exceed 45 dB $L_{Amax,F}$ by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB L_{Aeq}
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Gardens and terraces (daytime)

55 dB LAeq

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase A are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase A are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

20) Prior to commencement of any of the non-residential uses within Phase A (including any gymnasium where this forms part of Phase A), the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of Phase A of the development a verification report to validate that the work undertaken throughout Phase A of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

21) Prior to first occupation of Phase A, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase A of the development a verification report to validate that the work undertaken throughout Phase A of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

22) Prior to first occupation of Phase A, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

23) The residential use within Phase A shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

24) The commercial uses within Phase A shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

25) Within Phase A, fumes, vapours and odours shall be extracted and discharged from the A3 premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

26) The commercial uses hereby approved within Phase A shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) Before first occupation of any of the commercial uses (Use Classes A1, A2, A3 or D1) within Phase A a shop front signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

28) No external areas within Phase A shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

29) Any A3 use within Phase A shall operate in accordance with an Operating Schedule that has been submitted to and approved in writing by the City Council as local planning authority before the use commences. The Operating Schedule shall

include a dispersal procedure for the premises (for the prevention of crime, disorder and public nuisance).

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.

30) In the event that the external envelope of the school building forming Phase C of the development has not been completed prior to first occupation of Phase A, full details, including timings, of the façade wrap that shall be attached to the area of the elevation of Building C4 indicated in the marked up Tower C4 - West Elevation drawing reference number 10292-C4-SHP-G251-EI-XX-005 P01 received by the City Council as local planning authority on 16 July 2020 shall be submitted to and approved in writing by the City Council as local planning authority before first occupation of Building C4 (Phase A). The façade wrap shall be fully implemented in accordance with the approved details.

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

31) During the operational phase of Phase A, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

32) External lighting within Phase A shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

33) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. No building within Phase A shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

34) No part of Phase A of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

35) No part of Phase A of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

36) Before first occupation of Phase A of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

37) The commercial unit within Phase A shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase B is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

38) Before first occupation of Phase A, a minimum of one Car Club space shall be provided at the expense of the applicant in a suitable location that has been agreed in writing by the City Council as local planning authority.

Reason - In the interests of providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

39) Before first occupation of Phase A of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

40) The development within Phase A shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

41) The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) set out in the approved drawings and documents hereby approved shall be put in place before the car park use within Phase A commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

42) Vehicular access to Phase A of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with section 4.4 of the Design and Access Statement.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

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

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

44) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase A, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

45) a) Prior to the commencement of development within Phase B, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase B 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 Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase 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 Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

46) No development in Phase B shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

- a. A phased programme and methodology of investigation and recording that includes:
 - an evaluation through trial trenching;
 - dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);
- b. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds;
 - production of a final report on the significance of the archaeological and historical interest represented;
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance;
- e. Provision for archive deposition of the report and records of the site investigation;
- f. 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 Section 16, Paragraph 199 of the National Planning Policy Framework.

47) a) Prior to the commencement of development within Phase B , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of Phase B, details of the results of the scheme shall be submitted for consideration.

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

48) Prior to the commencement of development within Phase B , a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall 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;
- *Sheeting over of construction vehicles; and

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

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

49) Prior to the commencement of development within Phase B, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

50) Prior to the commencement of development within Phase B, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to

prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

51) a. Prior to the commencement of development within Phase B, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of the proposed street furniture including seating, bins and lighting;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

52) Prior to the commencement of development within Phase B, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent

replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;
- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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. 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

54) No development in Phase B shall be carried out above 50 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

55) No development within Phase B shall commence unless and until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be fully implemented before first occupation of Phase B and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

56) Prior to the commencement of development within Phase B, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power dated December 2019 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before 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. The 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 in (a) 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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

57) a. Prior to the commencement of development within Phase B, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way and Chester Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase B are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase B are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

58) Prior to commencement of any of the non-residential uses within Phase B (including any gymnasium where this forms part of Phase B), the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of Phase B of the development a verification report to validate that the work undertaken throughout Phase B of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

59) Prior to first occupation of Phase B, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase B of the development a verification report to validate that the work undertaken throughout Phase B of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

60) Prior to first occupation of Phase B, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before

first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

61) The residential use within Phase B shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

62) The commercial uses within Phase B shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

63) Within Phase B, fumes, vapours and odours shall be extracted and discharged from the A3 premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

64) The commercial uses hereby approved within Phase B shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

65) Before first occupation of any of the commercial uses (Use Classes A1, A2, A3 or D1) within Phase B a shop front signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

66 No external areas within Phase B shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

- f. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- g. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- h. Details of the proposed furniture, including any barriers;
- i. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- j. days and hours of operation.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

67) Any A3 use within Phase B shall operate in accordance with an Operating Schedule that has been submitted to and approved in writing by the City Council as local planning authority before the use commences. The Operating Schedule shall include a dispersal procedure for the premises (for the prevention of crime, disorder and public nuisance).

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.

68) During the operational phase of Phase B, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

69) External lighting within Phase B shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

70) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. No building within Phase B shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

71) No part of Phase B of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

72) No part of Phase B of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

73) Before first occupation of Phase B of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

74) The commercial unit within Phase B shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase B is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

75) Before first occupation of Phase B, a minimum of one Car Club space shall be provided at the expense of the applicant in a suitable location that has been agreed in writing by the City Council as local planning authority.

Reason - In the interests of providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

76) Before first occupation of Phase B of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

77) The development within Phase B shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

78) The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) set out in the drawings and documents hereby approved shall be put in place before the car park use within Phase B commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

79) Vehicular access to Phase B of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with section 4.4 of the Design and Access Statement.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

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

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

81) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase B, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

82) Applications for approval of reserved matters for development within Phase C as shown on drawing 10292-Z1-SHP-G000-PL-00-B5D802 P 02 must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

83) Approval of the details of the layout, scale, design and external appearance of the building, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters or Phase C") shall be obtained from the City Council as local planning authority in writing before any Phase C development is commenced. The development shall be carried out in accordance with the approved details.

Reason - To ensure the satisfactory development of the site and because the application relating to Phase C is in outline only.

84) Any application for reserved matters for Phase C relating to scale and layout shall follow the principles and parameters set out in the approved plans, in particular the following drawings:

10292-C3-SHP-G100-PL-00-B5D801 P 01 Zone 1 - School Parameter Plan In Context;
10292-C3-SHP-G100-PL-00-B5D802 P 01 Zone 1 - School Parameter Plan; and
10292-C3-SHP-G100-SE-XX-B5D801 P 01 School Parameter Section.

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

85) a) Prior to the commencement of development within Phase C, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase C 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 Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase 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 Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

86) No development in Phase C shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

- a. A phased programme and methodology of investigation and recording that includes:
 - an evaluation through trial trenching;
 - dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);
- b. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds;
 - production of a final report on the significance of the archaeological and historical interest represented;
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance;
- e. Provision for archive deposition of the report and records of the site investigation;
- f. 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 Section 16, Paragraph 199 of the National Planning Policy Framework.

87) a) Prior to the commencement of development within Phase C , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of Phase C, details of the results of the scheme shall be submitted for consideration.

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

88) Prior to the commencement of development within Phase C , a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall 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.

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

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

89) Prior to the commencement of development within Phase C, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as local planning authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

90) Prior to the commencement of development within Phase C, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to

prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

91) a. Prior to the commencement of development within Phase C, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of the proposed street furniture including seating, bins and lighting;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

91) Prior to the commencement of development within Phase C, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent

replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Consideration of green SuDS solutions;
- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;
- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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. 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

93) a. Prior to the commencement of development within Phase C, a scheme for acoustically insulating the proposed school building against noise from the Mancunian Way and Chester Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before the school is first brought into use.

Noise survey data must include measurements taken during a rush-hour period to determine the appropriate sound insulation measures necessary.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before the school is first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before the school is first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

94) Prior to first occupation of Phase C, the school building shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Upon completion of Phase C of the development a verification report to validate that the work undertaken throughout Phase C of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

95) Prior to first occupation of Phase C, the school building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase C of the development a verification report to validate that the work undertaken throughout Phase A of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

96) Prior to first occupation of Phase C, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

97) The school use within Phase C shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

98) Within Phase C, fumes, vapours and odours shall be extracted and discharged from the school premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

99) Use of the school shall not commence unless and until the opening hours of the internal and external areas of the building have been agreed in writing by the City Council as local planning authority. The school use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

100) Before first occupation of the school within Phase C a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

101) During the operational phase of Phase C, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

102) External lighting within Phase C shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

103) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. No building within Phase C shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

104) No part of Phase C of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

105) No part of Phase C of the development shall be occupied unless and until public car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

106) Before first occupation of Phase C of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

107) The school building within Phase C shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase C is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

108) Before first occupation of Phase C of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its

implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

109) The development within Phase C shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

110) Vehicular access to Phase C of the development for servicing and emergency vehicles shall take place in accordance with section 4.4 of the Design and Access Statement.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

111) Use of the school hereby approved within Phase C shall not commence unless and until a strategy for the dropping off and picking up of pupils has been submitted to and agreed in writing by the City Council as local planning authority. The strategy shall include full details of any off-site highways works (including any traffic regulation orders or other traffic measures) required in accordance with the principles set out in the approved Design and Access Statement. The approved strategy shall be implemented in full prior to the use of the school first commencing.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

112) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase C, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

113) a) Prior to the commencement of development within Phase D, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase D 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 Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase 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 Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

114) No development in Phase D shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

a. A phased programme and methodology of investigation and recording that includes:

- an evaluation through trial trenching;
- dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);

b. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds;
- production of a final report on the significance of the archaeological and historical interest represented;

c. Deposition of the final report with the Greater Manchester Historic Environment Record.

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

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

f. 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 Section 16, Paragraph 199 of the National Planning Policy Framework.

115) a) Prior to the commencement of development within Phase D , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of Phase D, details of the results of the scheme shall be submitted for consideration.

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

116) Prior to the commencement of development within Phase D, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall 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.

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

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

117) Prior to the commencement of development within Phase D, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

118) Prior to the commencement of development within Phase D, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

119) Prior to the commencement of development within Phase D, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;

- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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. 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

111) Prior to first use of the car park within Phase D, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local

planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase D of the development a verification report to validate that the work undertaken throughout Phase D of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

112) Prior to first use of the car park in Phase D, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

113) Use of the public car park hereby approved within Phase D shall not be occupied unless and until the opening hours of the car park have been agreed in writing by the City Council as local planning authority. The car park thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

114) Before first use of the public car park within Phase D a shop front signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

115) External lighting within Phase D shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

116) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. The car park within Phase D shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

117) No part of Phase D of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

118) No part of Phase D of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

119) Before first occupation of Phase D of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

120) The car park within Phase D shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and

approved in writing by the City Council as local planning authority before the car park within Phase D is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

121) The development within Phase D shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

122) The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) set out in the drawings and documents hereby approved shall be put in place before the car park use within Phase D commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

123) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase D, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

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: 126668/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Parks & Events
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Renegeration
Greater Manchester Police**

Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Transport For Greater Manchester
United Utilities Water PLC
Civil Aviation Authority
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Castlefield Forum
Planning Casework Unit
Sport England

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

Representations were received from the following third parties:

Highway Services
 Environmental Health
 MCC Flood Risk Management
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Transport For Greater Manchester
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Natural England
 Greater Manchester Ecology Unit
 Sport England

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
125655/FO		30 July 2020	City Centre Ward

Location Land Bounded By Water Street And The V&A Hotel To The West, The Bonded Warehouse And Railway Viaducts To The South, Atherton Street & Granada House To The East And Quay Street & The Globe & Simpson Building To The North, Manchester

Applicant Manchester Quays Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF,

INTRODUCTION

Co-living is a relatively new concept to Manchester and the UK but is established in India and major American cities such as New York, San Francisco and Los Angeles. It is common in a number of high demand European cities such as Berlin, and interest is beginning to emerge in London and other UK cities.

There is not a standard definition of Co-living but it typically comprises a private living space with an ensuite bathroom with access to shared communal facilities such as kitchens, dining, other facilities and shared amenity space. It can comprise studios and 'cluster-style flats' in which bedrooms can be rented out individually or in groups. Schemes may share some of the characteristics of private rented sector (PRS) schemes, such as shared amenity space with one, two and three bed units. There are also some similarities to short-term serviced provision.

This use does not fall within a use class under the Town and County Planning (Use Classes) 1987 Order (as amended) and is classified as Sui Generis. There are no policies within either the National Planning Policy Framework (2019) or Core Strategy which relate to this type of accommodation. As it is classed as Sui Generis, schemes are not required to conform to the nationally prescribed space standards. Units that do not comply with the space standards would not be acceptable as permanent homes in Manchester and tenure lengths should be restricted.

The Executive endorsed a report in July 2020 on Co-living following a period of consultation, Co-Living is a relatively new concept in the UK and the market is ahead of policy. There is no current National or Local Policy guidance in relation to this product.

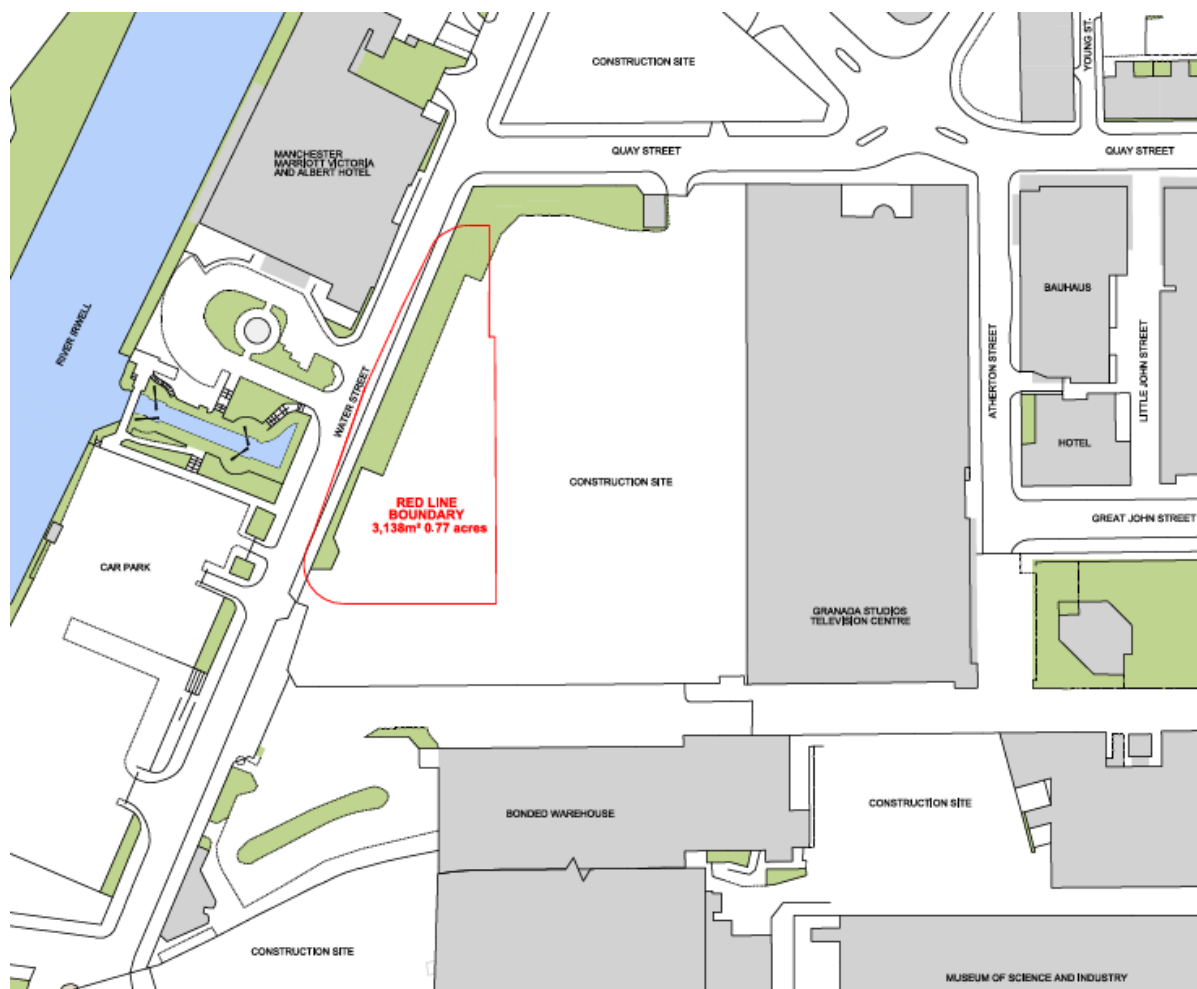
Shared living has a flexible tenure and aims to meet the needs of agile workers seeking well managed accommodation with all-inclusive bills with no-strings attached. It seeks to offer privacy within a communality with social spaces and often an active social programme. It is anticipated that the accommodation would be attractive to those who might otherwise live in house share / house in multiple occupation. It offers shared amenities, typically all-inclusive of bills and with more flexible occupancy terms than a standard residential tenancy.

Co living should add value to existing wider, economic-led, regeneration frameworks, drive employment, create place and support the talent needed to support growth. Co-living developments would require quality design and space standards, except where

there is a compelling justification for an alternative approach. At the current time these opportunities are considered to be limited to within the St Johns, First/Corridor and Piccadilly/Northern Quarter.

THE SITE AND ITS SURROUNDINGS

The site, known as T1, is 0.32 ha and bounded by Water Street, Manchester Goods Yard, and Grape Street. It is accessed from Water Street and is in use as a construction site for Manchester Goods Yard. The original planning permission (114385/FO/2016) approved the Manchester Goods Yard offices and a residential 'Tower (T1)'. Manchester Goods Yard is under construction and this proposal would replace the 'T1' element of that permission.



The Victoria and Albert Hotel is to the north and the Factory is to the south. The St John's area has changed considerably over the past 5 years with office schemes implemented at the Bonded Warehouse, and ABC Buildings. Other substantial office schemes are under construction that will deliver around 40,000 sq m of floorspace. The Factory is due for completion in 2023.

Spinningfields is to the north, a business and commercial district with high profile tenants with banks and national and international occupiers with homes in Leftbank.

There are residential buildings at Bauhaus and St. John's Gardens. The site is in the Castlefield Conservation Area and is part of a Masterplan and SRF. There are no listed structures on site and the. The Grade II Listed Victoria and Albert Hotel and the River Irwell are to the west with hotels and office uses on the other side of the river. There are a number of Grade II listed structures and buildings within the immediate vicinity of the site including the Bonded Warehouse, the Zig Zag Viaduct, Victoria and Albert Hotel, and the Manchester and Salford Junction Canal tunnel (located underneath the annexe building to the former Granada HQ Building). Within the adjacent MoSI site is the former train / goods station which is Grade I listed, and 6 Grade II listed buildings, including the Bonded Warehouse, the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street. The St Johns Conservation Area is to the east.

The site is highly accessible with Deansgate Metrolink station, Deansgate, Oxford Road, Salford and Victoria stations and bus routes, nearby. Salford Central and Deansgate stations have been upgraded as part of the Northern Hub programme. Their capacity has been enhanced with improved service frequency and shorter journey times. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance and the Metroshuttle service operates from Lower Byrom Street and Deansgate.

A Co-living scheme is proposed on a site on the opposite side of Water Street, known as T2. It proposes the erection of a 36-storey; public realm, including the first phase of a new riverside walkway, and improvements to the canal inlet (Ref:126648) The site is partially in Flood Zone 1 and partially Flood Zone 2. The River Irwell is 75m to the north-west, and an inlet from an underground water course to the north. There is no ecology on the site.

DESCRIPTION OF PROPOSED DEVELOPMENT

Planning Permission has previously been granted for the demolition of all buildings and structures and the erection of a 32 storey residential building comprising 350 homes (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4); an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses; and, the creation of new public realm, landscaping, car and cycle parking, access and other associated works.

This proposal would supersede the Tower 1 element of the previous permission with a 32 storey building comprising 390 Co-Living Apartments with 210no. 2-, 3- and 4-bed shared apartments and 180no. studios with 870 Bedspaces. There would be ancillary amenity space on four floors consisting of residents' amenity space, a gym, commercial space, and self storage. There would be 152 cycle spaces in the building and 40 sheffield stands in the public realm.

80% of the 870 bedspaces would be within the Duo, Trio or Quad units which would all be single occupancy. The Duo, Trio and Quad (2, 3 and 4 bed) units could be a primary residence and would only be available on tenancies from 6-months upwards.

When single occupancy is taken into account, each of the shared units meets or exceeds NDSS, without taking into account access to shared amenity. Bedroom areas would provide as much useable floorspace as possible. Each apartment will have a shared communal kitchen and lounge.

The studios would be available solely on short-term lets, up to 6 months in length, so would not be a primary residence. This would be controlled via the Section 106 Agreement.



Appearance

The building has been designed to be read alongside T2 and the appearance and size of both towers is similar. T1 would have a grid that would be expressed over an inner solid box. The grid is a silver - grey metallic colour and the black core is a combination of back-painted glass spandrel panels, solid matt black painted aluminium panels, matt black painted aluminium louvres and clear glazing. The top of the grid would be extended above the roof line with black vertical blades infilling between the silver-grey columns to express the crown. A block of the black “box” is exposed at the top of the north side of the building to balance the elevation with the exposed ground and first floor “box” on the south side. The dark contrast building core is exposed at the ground and first floors at the south end of the building that looks out on to Festival Square to give it visual prominence.

Access

All residential, commercial and amenity areas would be level from the street or via the lifts in the buildings core. The public areas would be compliant with Part M of Building Regulations. Four accessible units would be available upon occupation with fully accessible bathrooms and adequate turning spaces. An additional 26 Studio+

apartments are fully adaptable. All entrances would be level and entrance widths comply with or exceed statutory guidance. Main reception areas are on the ground floor and the lifts are fully accessible.

Servicing and Waste Management Arrangements

Most servicing would be at restricted times to avoid periods of high pedestrian activity. The servicing and waste collection arrangements would comply with the City Councils Waste Storage and Collection Guidance for New Developments. A private waste operator would collect waste on a regular basis with the management company ensuring that the internal and external areas are kept clean.

Residents would use waste chutes from a lobby on each floor using colour coded buttons. There would be three waste streams with an automated tri-separator to segregate waste and these would be colour coded to help management and compliance. The waste streams are general (including food waste); mixed dry recyclables mixed glass; plastic bottles; foil, food tins; drink cans; and pulpable mixed paper and card.

The building managers would monitor the waste accumulation and call the waste operator as necessary. Given the scale and nature of development, it is possible that several refuse collections would be made per day.

Cycle & parking

There would be no car parking spaces but spaces for disabled people would be available at a number of nearby car parks including 35 spaces at Spinningfields MSCP. There is a dedicated drop off bay at the front of the building on Water Street. Residents are expected to use public transport or walk and cycle. There are 152 secure cycle spaces would be provided in the basement and 40 cycle spaces are proposed in the public realm. The developer would monitor the demand for cycle parking as part of the Framework Travel Plan. If there is an evident shortfall in the parking provision against demand, then the developer will consider alternative options and would review those options with TfGM.

Landscape and Public Realm

The red line boundary is unchanged from the approved development on-Site. The public realm is part of the St John's public realm masterplan area and the materials used would continue those used in St Johns and would include trees and furniture. Some tree positions and screens would mitigate the effects of winds along Water Street. 18 trees are proposed as part of the public realm masterplan.

The application is supported by the following documents:

Planning application, certificates and notices

Existing plans, sections and elevations

Existing plans, sections and elevations

Proposed plans, sections and elevations

CGIs

Planning and Tall Building Statement

Statement of Community Consultation

Design and Access Statement

Archaeological Desktop Report
 Public Realm Strategy
 Environmental Standards Statement and BREEAM Pre-Assessment
 Energy Statement
 Ecological Assessment
 Crime Impact Assessment
 Travel Plan Framework
 Site Waste Management Strategy
 TV Reception Survey
 Viability Assessment
 Ventilation Strategy
 Residential Management Strategy
 Explosive Ordnance Threat Assessment
 Environmental Statement (This is part of an EIA that covers St John's Place, Central Village and T1, T2 (formerly Riverside) and the St John's Energy Centre)

CONSULTATIONS

Local Residents/Businesses

The planning application has been advertised as:

- a major development;
 - affecting the setting of listed buildings;
 - affecting a conservation area;
 - Environmental Improvement Assessment
- and
- a development in the public interest.

Site notices have been displayed and businesses and residents in the area notified of the application.

Neighbours

2 letters of objection have been received

It is stated that:

the plan for transport does not meet the realistic requirements of the proposed users of the development. Under the Councils proposals for travel all traffic is thrown onto the Inner Ring Road and Liverpool Road/ Water street south side only;

the taxi drop off for the building is clearly inadequate for a development which contains business meeting space. An average might be 2 an hour but actual use is unlikely in the extreme to be so spaced;

the proposal for goods deliveries is even less realistic relying as it does on "co-ordination" of deliveries and a short time slot for each. Catering supplies will be frequent for a site with catering facilities as proposed and in addition deliveries to the homes of at least 806 persons varied as they may be are extremely unlikely to "co-ordinated";

the idea of "co-ordinating" refuse/ recycling services is currently difficult. Creating a building for use by 806 plus residents and the public in such an inaccessible place is

poor planning and contrary to the parameters set out as applicable. Opening Water Street as a through road might make the development slightly more feasible but it requires substantially better access provision;

I strongly object to giving planning permissions for high rise buildings in Manchester City centre, without any consideration of availability of infrastructures within city centre. This is a high density area and there are already a lot of development undertaking currently and soon to start undertake and this will add to an existing major problem;

I am also particularly concerned about the height of the building, especially given that there are so many tall buildings within this area now (already existing or building permission already issued). This building will darken the surroundings in relation to sunlight and daylight.

Environmental Health – recommended conditions. Further comments to be reported.

Highway Services – To be reported

City Centre Regeneration: To be reported

Greater Manchester Police (Design for Security) – No objection

Greater Manchester Ecology Group – To be reported

Flood Risk Management Team – Recommended conditions

Environment Agency – No objection

Natural England-.No objection

United Utilities – No objection

Greater Manchester Archaeological Unit – No objection

Work and Skills – Local Labour condition

Manchester Airport, Civil Aviation Authority and NATS Safeguarding – To be reported

Sport England – Objects to the application as it believes that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. It requests a financial contribution towards off-site sports facilities and that the development incorporate the 10 principles of Active Design into its design.

Issues

POLICY

Local Development Framework

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, H8 T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy - The scheme would provide new jobs during construction and would provide housing near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing for the workforce in attractive places. This proposal would be sustainable, address demographic need and support economic growth. Population growth of 20% between 2001 and 2011 demonstrates the attraction of the city and the strength of its economy.

SO5. Transport - This highly accessible location is close to public transport and would reduce car travel. .

SO6. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Paragraph 80 states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This approach will allow areas with high levels of productivity to capitalise on their performance and potential.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – This type of accommodation targeting young professionals could support economic growth and maximise the competitiveness of the city. The high quality design would contribute to place-making and create a neighbourhood where people choose to be. It could help to meet and support economic growth and regeneration, A limited amount of Co-living accommodation in locations close to employers who are seeking to recruit the target demographic could be acceptable. All sustainable transport modes are nearby which would maximise the use of the City's transport infrastructure. It would create a well-designed place to enhance the built environment and help to deliver objectives of St Johns. It would develop underutilised, previously developed land and create employment during construction and permanent employment through building management and public realm maintenance. This would complement nearby communities. Resident's use of local facilities and services would support the local economy.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity and living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth. A limited amount of this type of product would support population growth, and the retention of graduates by providing housing in key areas of the city centre. The co-living use would provide residential development in St Johns complement the surrounding regeneration.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The site is accessible to pedestrians and cyclists. A Travel Plan would facilitate sustainable transport use and journeys for employment, business and leisure activities would be minimal. The proposal would support sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improved pedestrian and cycle routes are proposed and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy CC10 A Place of Everyone - Manchester Residential Space Standards and Co-Living -Report to Executive Committee December 2019 and June 2020) – Manchester's economy continues to grow and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source

of jobs in the region and this proposal would provide accommodation to support the growing economy by contributing to meeting the Residential Growth target to 32,000 new homes in the next ten years to March 2025, meeting the City Centre housing target in the Core Strategy and to the creation of a sustainable, inclusive, mixed and vibrant community. For many young graduates living close to their place of work, is a key consideration and the Co-living model could help to attract and retain graduates. This high-density developments would use sustainable sites efficiently. They would contribute to the ambition that 90% of new housing should be on brownfield sites. They would have a positive impact on the area and provide accommodation which could meet the needs of graduates and support talent retention at St Johns. . Co-living is not an affordable housing product and should not be targeted at or occupied by students. The applicants intend to target medium and longer term tenancies. The studios would meet demand for shorter term lettings of between 3 to 6 months as well as providing an entry level into independent living, supported by shared amenity space. - The application states up to 6 months – the Applicant is seeking no lower limit, in-keeping with the service apartment type offer described above.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN11 (Quantity of Open Space, Sport and Recreation), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC19.1 (Listed Buildings) – These schemes would use land efficiently, promote regeneration and change and create attractive and healthy places. The quality and appearance of the buildings would meet the expectations of the St Johns SRF. The buildings and public realm would improve functionality in the area.

The buildings would be prominent and highly visible when viewed in conjunction with some adjacent heritage assets and would have some minor negative impacts. They would however be read as part of the cityscape and within a city skyline which has already altered the setting of adjacent heritage assets. The development would reinforce the assets setting rather than detracting from an appreciation of their architectural and historical significance.

The scale and quality would be acceptable and would contribute to place making. It would improve the character and quality of a site whose appearance is poor. The positive aspects of the design are discussed in more detail below. A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The proposals include amenity space which would enhance biodiversity both in its own right and by interconnect with established areas in St Johns. .

The NPPF states that:

Paragraph 192. In determining 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 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification.

Paragraph 196 states that 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, where appropriate, securing its optimum viable use.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a negligible impact and that the historical and functional significance of adjacent heritage assets would not be undermined by the development and their significance would be sustained.

The current condition of the sites has a negative impact on the townscape and on the setting of the nearby Listed Buildings and the Castlefield Conservation Area. The proposals would cause less than substantial harm to the setting of the affected heritage assets and this needs weighed against any arising public benefits. The quality, design and contribution of the scheme to the townscape would enhance the setting of the adjacent heritage assets. This would sustain their value as the substantial public benefits of the scheme would outweigh any harm to setting. Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would integrate the site into the locality and increase natural surveillance.

The proposals would create a more pedestrian friendly environment along Water Street including soft planting. Passive surveillance would be improved which should reduce crime and the fear of crime. The more pleasant pedestrian environment around the site will also encourage walking and cycling. Saved UDP Policy DC20 (Archaeology) Archaeological excavation was carried out in April 2019 pursuant to the extant consent on-site. As such, the area of the proposed Union development has been 'sterilised' of all archaeological remains, and no further investigation will be required as all archaeological remains have effectively been removed.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk)

and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the schemes would accord with a wide range of principles that promote energy efficient buildings. They would integrate sustainable technologies from conception, through feasibility, design and build and in operation. Their designs have followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Surface water drainage would be restricted it to a Greenfield run-off rate if practical, and post development run-off rates would be reduced to 50% of the pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised.

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. A number of measures would improve biodiversity. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. Coordination through the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection – The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;

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

The above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation.

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

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

It is considered that the following design principles and standards are relevant to the consideration of this application:

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities subject to various caveats which are discussed in the Issues section below.

Manchester's Housing Strategy (2016-2021) - Sets out the City Council's highest priority of creating more homes to meet the need of a growing population within a dynamic housing market which has over the past 10 years seen a dramatic increase in the number of market rental homes in the city. It notes that the balance of housing types and tenures is still not right in many of the City's neighbourhoods in terms of encouraging people to stay in Manchester within neighbourhoods where the communities they house can get on well together and enjoy mutual respect.

A key goal within the Strategy is to support the housing aspirations of new and existing residents by offering a wide choice of homes to support the increasing population and growing economy. However, to deliver on that aspiration it is acknowledged that there is a need to ensure that the City has the right homes in the right places which is responsive to demands from the changing lifestyles. Within the context of consideration of emerging proposals for Co-living within the City, this may require consideration of the need for some level of non traditional housing products which are particularly attractive to some groups of potential residents.

2 key aspirations which are regarded as important for achieving the key goals within the Strategy are ensuring that more of the graduate population chooses to stay in the city and access an appropriate housing offer and that new homes have a good quality design and that space standards meet the Manchester Standard. The need for and management of the amount of any Co-living accommodation in response to emerging markets within particular demographics and the potential contribution of this type of housing to facilitating the wider housing needs of other groups within the City is discussed in detail below.

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

The site of the current planning application falls within the area designated as First Street. The proposals subject to various caveats which are discussed in the Issues

section below would be in keeping with the aspiration set out for that area delivering the first stage of a new residential-led development at First Street South, providing a new housing offer in the city centre.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. In terms of the 'cluster' apartments the proposal is broadly in keeping with the aims and objectives set out in the guidance. The proposed Studios would not comply with the Guidance however the non compliance needs to be considered in the context of the particular nature of this accommodation, the role that it might play in terms of the wider growth objectives of the City, particularly in relation to the sites location within the First Street Neighbourhood and proximity to the Corridor. This is discussed in more detail in the Issues section below.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location that subject to various caveats which are discussed in the Issues section below

Legislative requirements

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

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a

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

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

Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

Environmental Impact Assessment

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

- Air Quality
- Daylight and Sunlight
- Noise and Vibration
- Townscape and Visual Impact
- Built Heritage

- Wind Microclimate

Proposal T1 is an “Infrastructure Projects” (Schedule 2, 10 (b)) as described in the EIA Regulations. Both developments are above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out for both sites 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’s have been carried out on the basis that the proposals could give rise to significant environmental effects. In accordance with the EIA Regulations, the Environmental Statements set out the following information

A description of the proposals comprising information about the nature, size and scale;

The data necessary to identify and assess the main effects that the proposals are likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

A 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.

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.

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 proposed to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consents granted, together with details included in s.106 obligations..

It is considered that the Environmental Statement for T1 has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. The Environmental Statement has been prepared by competent parties with significant experience and expertise in managing the EIA process. The preparation of the Statements have included technical input from a range of suitably qualified and experienced technical consultees.

Principle of development

Planning permission has previously been granted for a very similar scheme (ref:125665) in terms of height, form, scale, massing and use, The impact of the scheme on heritage and on amenity, including that on nearby residents, would be almost entirely identical. This is an important material consideration.

The Scheme’s Contribution to Regeneration

Regeneration is an important planning consideration and the City Centre as the primary economic driver of the region is crucial to its economic success. There has been a significant amount of regeneration within St Johns and Castlefield over the past decade. The 2015 Greater Manchester Forecasting Model by Oxford Economics, forecast growth of 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA by 2024. Economic growth requires the attraction and retention of talent and to support this the region must be an attractive location to live, study, work, invest and do business. The provision of a range of housing types to support that growth and provide options for existing residents is a key consideration. Almost 60% of Manchester's residents are under 35 with over 74,000 students which provides the city with new graduates each year. The city gains more graduates than it loses, with 36% of Mancunian graduates returning to work in the City and a further 33% working in Greater Manchester.

60,000 people live in the City Centre and a significant proportion are between 25 and 35. This is partly attributable to high levels of graduate retention, facilitated through strong economic growth with employers seeking to recruit graduates.

Increasingly businesses are attracted to locations where deep labour markets offer a range of highly qualified and skilled staff and City's demographic profile is well placed to capture these opportunities. Economic growth, people's desire to live close to employment and lifestyle advantages of city centre living will continue demand for housing in the heart of the city. A choice of homes is required to respond to the demands of changing lifestyles including those which may suit the requirements of a particular phase of life. The provision of innovative non-traditional housing may be attractive to: those seeking temporary accommodation or are transitioning between arrival in the City or graduation; younger adults who want a more communal City Centre living experience; and, people who want more flexible tenancy arrangements, fitting with more agile working patterns found in particular sectors of the economy. Co-Living must be considered in the context of existing policies which support housing and any relevant locational constraints set out within those policies. On the basis of information submitted to support the application, it is considered that the proposal is of a size and scale which would respond to and support current and emerging job recruitment and retention and would connect residents with those opportunities and support those needs.

There will be further employment growth at St Johns and Spinningfields with jobs in growth sectors such as Technology, Media & Tele-communications, healthcare, Research & Development industries, and technical advisory businesses. This employment growth requires more City Centre homes which are accessible to graduates entering the workforce. The Executive Reports explained that some developers, believe that there is a link between this product and the delivery of jobs in digital and technology businesses. This type of accommodation could be attractive to employees where it is close to these companies.

A mobile and dynamic workforce is more likely to share as they move to different locations for career reasons, to places that may not be permanent homes. A mobile workforce also looks for opportunities to meet people and make new friends, which is something co-living can offer.

The Executive Reports explained that the impact of Co-living should be carefully managed, appraised and evaluated, as the market is untested in Manchester. . Key to those considerations is the role of this type of accommodation within the City Centre housing market and how the length of tenure relates to the aspirations of those Executive Reports.

The city centre workforce is the target market, particularly recent graduates, apprentices and new recruits for St Johns and Spinningfields would include:

- Young workers, new graduates, and those new to Manchester, with incomes may not be sufficient enough to afford city centre rents;
- People new to the city, arriving for their first or second job, key workers, freelancers or entrepreneurs starting up and those uncertain of where best to live or how long their appointment may last;
- Young people living in house shares in the suburbs;
- Key workers from nearby hospitals who are new to the City;
- Young people born in Greater Manchester who are in employment and looking for opportunities to access the city centre market;
- People on time limited contracts, particularly visiting academics or research staff and contractors where their longer-term work with Manchester businesses may be less certain.
- Mobile workers, employed by larger companies in regional offices, as part of regular graduate recruitment programmes.

Co-living could support the young workforce to transition in the medium term to city living and information set out in the application assumes that 60% of tenants would become long term Manchester residents, finding other homes and staying for an average of five years, many moving to other parts of the city centre.

Many young professionals and those vacating the parental home have traditionally lived in shared housing in the suburbs that was not originally built for that purpose, and is not designed for shared living. Many City Centre apartments which were 'for sale' have subsequently been rented out. People often share these apartments in order to achieve a more affordable rent per person. These apartments do not have shared amenities or management platforms that foster a sense of community.

The smaller units supported by shared communal spaces seeks to ensure that the costs of lesser used spaces within a mainstream apartment are not loaded onto individuals but shared across the block. This supports a cost effective and accessible product. In appropriate locations Co-living could respond to the lifestyle requirements of residents; provide more suitable accommodation for people who chose to live in shared accommodation freeing up PRS and traditional suburban housing for families; connect existing and potential employers - Shared units (i.e. the primary residencies, not the studios) in Union will be single occupancy rooms only and when this is taken into account meet NDSS standards for single occupancy rooms.

As the studios do not meet our space standards they would not be suitable as permanent homes in Manchester. There should be a compelling rational to underpin support for non-compliant units. The target market for the studios in particular would be people looking for shorter term lettings of up to 6 months. On this basis they would be short term lettings to those who might be new to the City and looking for a base from which to find more permanent accommodation or people who would be

based within the City on a short terms basis for work or research purposes. They would provide privacy with access to communal facilities and a community.

The length of tenure would be controlled through a legal agreement. The studios with the communal space, activities and support services would have similarities to accommodation within an aparthotel or serviced apartment. As a temporary form of accommodation there is a role for some level of this type of accommodation.

The development would be consistent with growth priorities and help to realise the target set within Manchester's Residential Growth Strategy which have recently been updated to seek to deliver 32,000 homes by 2025. This area has been identified as being suitable for new homes and the development would deliver a new type of accommodation product which would support the diversification of the City's housing offer with a wide range of accommodation types in order to meet the full breadth of the target market and provide a range of living options that people can move around according to their particular life circumstances at any one time. This would therefore appeal to a range of occupiers.

A number of other issues are set out in the Executive Reports are addressed elsewhere in the report, The applicant has confirmed that Council Tax will be paid for the entire development and this will form part of the Legal Agreement.

The structural would allow the building to be converted at a later date into traditional apartment layouts if required. Internal walls could be removed without compromising the structural integrity of the overall building.

To facilitate this re-purposing the facade would require minor reconfiguration to ensure each apartment is provided with sufficient light and ventilation but the overall external aesthetic would not need to alter. The common corridor in both the current and adapted layouts would remain in the same location. This would allow for all services to be transferred within the ceiling voids within the common services corridors in both situations and negate the need for any additional service risers.

Effective Management

The applicants have agreed that the accommodation would be operated under a long term management platform including a single management and lettings entity across the whole development and the details of this would be secured through a Legal Agreement.

The legal agreement would also control the length of tenure of the non space standard compliant rooms to ensure that they were not occupied as permanent residences.

Viability and affordable housing provision - The level of affordable housing in a development should reflect the type and size of the scheme as a whole and take into account factors such as an assessment of a local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, provide a lower proportion of affordable housing, vary the mix of affordable housing, or a lower commuted sum, where a financial viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20% or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8. The application proposes 870 bed spaces in a mix of shared apartments and studios. The delivery of new homes is a priority for the council. The proposals would develop brownfield sites that makes no contribution to St Johns and develop a high quality scheme. All shared apartments which could be permanent residences 630 bed spaces would comply with the Residential Quality Guidance and provide public realm and shared amenity spaces for occupiers and the wider community. These matters have an impact on viability.

A viability report has been made publicly available through the Councils public access system which demonstrates that the scheme is viable but cannot make a contribution to the provision of affordable housing. This has been independently assessed on behalf of the Council and its conclusions are accepted.

Residential development Size of units

Demand for rented accommodation has grown and this has seen a rise in a professionalised rental accommodation which is institutionally owned and managed as a long term asset. It is known generally as 'Built to Rent'. The co-living accommodation would be well managed with a focus on customer experience. The level of amenity would distinguish it from traditional apartment schemes. A key component would be the amenity space. A Legal Agreement would require details of a management strategy and lettings policy for the apartments and a management strategy for the public realm to ensure that an attractive neighbourhood is created.

TALL BUILDINGS

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

A key issue is whether a 32 storeys is acceptable in this location, it would be a tall building and it needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in Historic England's Advice Note 4 Tall Buildings (December 2015), which updates the Guidance on Tall Buildings Document published by English Heritage and CABE.

Manchester's Guide to Development SPD states that the Council "would require any such proposals to be presented in context of the CABE and English Heritage (Historic England) guidance for assessing tall buildings. The proposals are also assessed against the Manchester Core Strategy Policy EN2 on Tall Buildings. The site is in the Castlefield Conservation Area and was last used for surface parking. The proposal would be consistent with the regeneration taking in the broader area. It would provide a strong contrast to the nearby listed buildings and structures and other non-designated heritage assets which have a more linear form. It would form part of an identifiable cluster should as other nearby schemes are developed. It

would relate to tall buildings across the city, such as the Beetham Tower and this would have a positive impact on short and long-range views.

Townscape and Visual Impact Assessment

A Townscape and Visual Impact Assessment has examined its impact and assesses this in isolation and cumulatively alongside other tall buildings that are proposed or consented. Computer generated images show the impact of the proposal on a series of agreed views and the surrounding townscape. The proposal would affect a wide area although as it is on the south western edge of the City Centre, it would not impact on the entire City Centre.

Development is positively transforming the character of St Johns. The proposal would transform the skyline and the streetscape as the area becomes more open and permeable. Key buildings of heritage significance in St Johns would be retained and enhanced. The net effect on the character of this area would be major beneficial.

Castlefield is of historic significance and is of high townscape quality, containing many listed buildings and structures of historic significance. Castlefield is also a popular residential area and attracts many visitors. It is therefore sensitive. The Heritage Statement appraises the heritage significance of the identified views and the potential visual impact on individual assets and the view as a whole. The viewpoints were agreed with Historic England as a basis for the heritage visual impact assessment.

The Heritage Statement acknowledges that there is capacity for change in the area, given the character of this part of the Castlefield Conservation Area. It also acknowledges that the proposal would enhance the architectural and urban qualities around the sites.

The proposal would result in 9 instances of negligible adverse impact and 5 instances of minor adverse impact on identified designated heritage assets. This is significantly reduced assessed impact from the approved development on-site. Principally, this is because Historic England Guidelines have changed since the original applications were approved. The 2016 Heritage Statement evaluated the potential impact of T1 & T2 collectively in line with HE's then adopted Guidance on 'Seeing history in the view' (2011). This methodology has been discontinued by Historic England as a useful test of visual heritage impact and replaced with 'Historic Environment Good Practice Advice in Planning: 3 (2nd Edition, December 2017)'. The revised guidance makes clear that the 'heritage interest' in views is a matter of the contribution of views to the significance of heritage assets, and in allowing that significance to be appreciated. The current proposals have been assessed using the up-to-date guidance methodology.

The apparent change in effects in some viewpoints represents the use of the appropriate Historic England 2017 assessment of 'setting' methodology to determine the indirect heritage impact rather than the change to the view. Under this up-to-date analysis, the change to the experience and appreciation of the identified heritage

assets are not significantly changed or diminished by the development, despite its addition to the background of the streetscape compositions.

There are also material changes to the proposals and the baseline which have been taken into account. The surrounding area has changed considerably since 2016, particularly with the now under construction Factory development and Manchester Goods Yard, which change the baseline development and heritage context of the sites, and has thus changed the significance of effect. The scale and materiality of the development has changed, which has in some cases resulted in a demonstrable change in visual impact upon the character of the surrounding area and the setting of heritage assets.

Mitigation for instances of harm are the substantial public benefits of the proposal which would introduce new features to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development.

It would not affect the character and appearance of the Castlefield or St John's Conservation Areas as a whole as the quality and design and the enhancement to the surrounding townscape would mitigate against the adverse harm and would therefore sustain the heritage values.

The site has been under-utilised with no active frontages. The proposal would introduce a new feature to the city skyline signifying presence and activity at a gateway. It would encourage movement through the surrounding area, help to revitalise it and act as a catalyst for further development.

The tower, alongside T2 would be highly visible and would be seen as a cluster of tall buildings signifying a definable area outside of the MSI complex. The height, form, scale, materials and articulation would not compete with those of the Grade I Listed 1830s Warehouse, or indeed the industrial character of its setting. There is a clear visual break between the horizontality of the buildings in the foreground and the buildings in the background.

The views become more limited as you move east or west within the MSI complex which demonstrates the limited impact of the proposal overall. The listed warehouse was never intended to be a landmark feature and would still be understood and appreciated. However this view would be affected to a minor extent and consequently, the overall impact of the scheme would be moderate adverse. Overall, the effect of the proposal on the identified Heritage would be minor adverse / negligible and would be outweighed by the positive public benefits of the development.

Beneficial impacts of the scheme include:

Developing a site that has a negative impact on its surrounding.

Establishing a strong sense of place, enhancing the quality and permeability of the area and its architectural fabric.

Positively responding to local character and historical development of the City Centre, delivering a contemporary design which reflects the transformation of the local context.

Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.

Regenerating an underutilised site and creating a sustainable pattern of development.

Developing a key site and help to transform a key point of entry into the City Centre improving the perception and image of this area and acting as a further catalyst for regeneration. The proposal creates the opportunity to enhance connections to the city centre as well as to new developments and regeneration initiatives in Central Salford.

Contributing to a key regeneration initiative, delivering high quality apartments and contribute to economic and population growth estimates.

Creating ground floor uses and create activity during the day and early evening.

Providing residents with access to high quality open space.

Providing economic benefits including construction jobs targeted at local people. When assessing the impact of development within the setting of a Listed Building a key consideration is whether or not the impact seriously affects an important element of its “special architectural or historic interest”. This impact could include its setting. It is the degree of harm to the asset’s significance rather than the scale of the development that has to be assessed. As the proposal does not physically impact on the identified heritage assets or detract entirely from key views of them, the level of harm would be less than substantial.

There can be no doubt that new development is required in this part of the conservation area and this part of the city centre. The proposal is consistent with agreed regeneration priorities and would make a positive contribution to local character and distinctiveness in accordance with the requirements of the NPPF, paragraph 131.

The proposal would support the aims of the Core Strategy by bringing an underused City Centre site at a key gateway location back into active use; be located in a highly sustainable location with excellent access to public transport and employment, leisure and retail opportunities; deliver high quality accommodation; be of a high quality; improve public realm; and, provide active ground floor uses.

The Architectural Quality of the Building



The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures has to be considered.

The tower would be the first impression of area for many people. It has a simple, repetitive design which would relate well to other tall buildings within the area and would contribute to the cluster of tall buildings associated with St John's and the City Centre. It would be seen in the context of other tall buildings across the city including, Beetham Tower, Great Marlborough Street, Portland Tower and CIS tower and would have a strong relationships with the other tall buildings proposed within St John's. The building has been designed to be read alongside T2 and the appearance and size of both towers is similar. T1 would have a grid that would be expressed over an inner solid box. The grid is a silver - grey metallic colour and the black core is a combination of back-painted glass spandrel panels, solid matt black painted aluminium panels, matt black painted aluminium louvres and clear glazing. The top of the grid would be extended above the roof line with black vertical blades infilling between the silver-grey columns to express the crown. A block of the black "box" is exposed at the top of the north side of the building to balance the elevation with the exposed ground and first floor "box" on the south side. The dark contrast building core is exposed at the ground and first floors at the south end of the building that looks out on to Festival Square to give it visual prominence.

Historic Environment

A detailed Heritage Impact Assessment sets out the impact of the scheme on a range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed

buildings when considering whether to grant planning permission which would affect it.

Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134. Within the MoSI site is the former train / goods station (Grade I), and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street. Any harm caused to heritage assets has to be considered against the public benefits that would be delivered as set out in the NPPF (paragraph 134). The proposal would be an early phase of the regeneration of the St Johns and would fully utilise a previously developed site, delivering a high quality building within a priority regeneration area. The development would provide housing in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment.

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

Manchester is a constantly evolving city and the juxtaposition of old and new buildings is part of this. Part of the City's historical evolution has been its regeneration and re-invention and this forms part of its modern day incarnation. The proposed scale and materials have been carefully considered to ensure that whilst the setting of a number of heritage assets is changed, it is not harmed.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of Section 66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

In addition for the reasons set out above the proposal 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.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has developed in consultation with the developer and a contractor from the outset. The scheme presented is viable and deliverable. It is understood that funding has been secured and there is a real commitment to deliver the development.

The applicants have confirmed that the viability of the scheme is costed on the quality of scheme shown in the submitted drawings and the applicant would commence on site at the earliest opportunity. The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

Relationship to Transport Infrastructure

The site has excellent transport infrastructure with cycle routes, bus, Metroshuttle, rail and tram all nearby. Salford Central and Deansgate stations have been upgraded as part of the Northern Hub programme which has enhanced capacity with improved frequency and journey times. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance and Metroshuttle operates from Lower Byrom Street and Deansgate.

There are good pedestrian links to the rest of the City Centre with a wide range of amenities within a 10 minute walk. The Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the sites.

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The environmental statement accompanying the application provides an assessment of the schemes sustainability in terms of its physical, social, economic impact and other environmental effects. This document, together with the Energy Statement demonstrates that the proposals accords with these objectives. The proposed building achieves a 13.46% improvement against Part L1A 2013 on carbon emissions, equating to a 22.46% improvement against Part L1A 2010, exceeding policy requirements. The strategy provides benefits in terms of energy efficiency, deliverability and viability. The advantages of the electric heating option for the residential would take advantage of a decarbonised National Grid.

The building achieves an 8.41% improvement on Building Regulations Part L1A 2013 Fabric Efficiency. The design incorporates a passive building specification, intended

to avoid cooling requirement. Analysis of overheating will be undertaken to further refine the dwelling specification, further into the development cycle;

The glazing proportions, ventilation system and solar control glazing are designed to optimise solar gains yet limit the propensity to overheat and the dwellings do not require active cooling. The lighting in the common areas will include active sensors. The fit-out would minimise water demand. Water efficiency measures (such as dual flush toilets, flow restrictors and reduced volume baths) will limit potable water demand to less than 105 litres / person / day. Integrated white goods will have as a minimum an A+ energy rating.

Waste minimisation during construction will raw reduce materials demand, thereby reducing the building's embodied carbon footprint; and during occupation, the building will benefit from recycling facilities to enable the local authority waste reduction targets, diverting more materials away from landfill and reducing the occupants' carbon footprint further. Construction impacts will be minimised through the Construction Management Plan, notably through: operation of an Environmental Management System; adoption of responsible construction management practices, including registration with the Considerate Constructor Scheme and implementation of pollution prevention policies; monitoring of construction site energy and water consumption; waste minimisation to reduce raw reduce materials demand, thereby reducing the building's embodied carbon footprint; recording of CO2 emissions associated with construction site vehicles (deliveries and waste removal); and, implementation of a Sustainable Procurement Plan to ensure key materials are responsibly sourced

The site benefits from excellent public transport links and the cycle provision contributes to the sustainability of the proposal.

Archaeology – Issues regarding archaeology were addressed through the discharge of conditions on the extant consent and the basement has now been excavated.

Contribution to Public Space and Facilities



The proposal would improve the area which was once dominated by surface car parking with very little activity. A new and improved public realm would be complemented by active ground floor uses which would help to create a sense of place for residents, workers and visitors. Key routes would be provided around the site, reinforced through tree planting adjacent to the tower. The tower would contribute significantly to creating a sense of place and an identity for the area. Water Street would have a number of traffic calming measures implemented to ensure resident and visitor safety. Shared surfaces would reduce vehicular speeds. The proposed public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the St Johns area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

Environmental Issues

(a) Sunlight / Daylight / Solar Dazzle

A Sunlight, Daylight and Overshadowing study assesses the impact of the proposals on the levels of daylight and sunlight to the surrounding windows including those at apartment and hotel buildings in the context of BRE guidance. The assessment considers the T1 Tower. The potential effects of overshadowing have also been considered in respect of the adjacent outside amenity space including balconies. BRE is generally accepted as the industry standard and is used by most local planning authorities to assess the impact on sunlight, daylight and overshadowing. However, BRE is based on a sub-urban setting equivalent to the light available over two storey houses across a suburban street and no guidance is given as to suggested daylight and sunlight levels in city centres.

Of the 1229 windows tested, 96% comply with BRE recommendations. 25 (2%) fail marginally, 13 (1%) , including 12 windows in the Marriot Hotel have had their day light reduced moderately. 8 have been reduced substantially. Including 4 windows in the Marriot Hotel, 1 in MOSI and 3 in 10-18 Leftbank. All 3 of the units experiencing a substantial reduction in daylight experience low levels of daylight in the baseline condition and so are particularly susceptible to change.

In terms of daylight distribution within rooms, 583 (99%) of the 590 rooms tested meet with the BRE Guidance. 1 room within the Marriott Hotel has the daylight reduced significantly below the BRE guidance. This room (Ground R2) appears to be in commercial use rather than use as a bedroom. As a result we do not consider that the impact on the daylight distribution to the Marriott Hotel is significant in the context of an urban setting. A single room in each of the MOSI 1830 Warehouse and 10-18 Left Bank have their daylight distribution reduced slightly below the BRE's recommendations for a sub-urban environment.

In terms of sunlight, 91% of the relevant windows are able to meet the BRE recommendations in respect of both annual and winter sunlight hours not being reduced by more than 20%. The proposal does impact upon the sunlight to the Marriott Hotel. The proposal sits between two large towers within the St John's Masterplan and al availability of sunlight to the windows to the southern end of the hotel are reduced. It should be noted that the sunlight reduced as a result of the proposal is between the hours of 11:00am – 1:00pm; when the majority of residents are likely to have left their rooms. All residential rooms meet the BRE Guidance. Overall, the IMPACT on daylight and sunlight to the surrounding properties is less than would be expected in a typical city centre high rise development.

(b) Wind

An assessment has been undertaken of the potential impact of the proposals on the pedestrian level wind environment in and around the sites and surrounding area. This has included wind tunnel testing of a physical scale model combined with long-term wind statistics from Manchester Airport (corrected to apply at the Site) to provide a detailed assessment of pedestrian level wind conditions, in accordance with the industry standard Lawson criteria for pedestrian safety and comfort.

The proposal would be exposed to the frequent strong winds from the west-south-west and west. Landscaping would make pedestrian level wind conditions in and around the site safe for all users. Accelerated winds may occur at the external areas on Level 8 of Manchester Goods Yard and the operator would implement a management strategy to preclude the use of the terraces during storms. The residual effect on pedestrian and occupant safety is of negligible significance.

In terms of pedestrian comfort, the residual effect on thoroughfares, the drop-off point and entrances would be negligible. There is potential for the outer regions of the proposed outdoor seating area to be slightly windy for café seating with the existing surrounding context. However, with completion of the St John's masterplan, residual conditions are expected to be suitable. The residual effect is therefore expected to be no worse than short term minor adverse to long-term negligible.

Within the surrounding area, conditions are expected to be suitable for pedestrian passage. With completion of the St John's masterplan, some surrounding thoroughfares may become too windy for safe and comfortable pedestrian passage

but these are not expected to represent a cumulative effect of the proposal and the long-term residual effect on surrounding thoroughfare is expected to be negligible.

(c) Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. A condition would be attached to any consent granted which requires that the developers adopt a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

(d) Noise

All plant would be insulated and insulation to the development would ensure suitable levels of noise ingress and egress. Therefore, no significant residual noise effects are expected directly as a result of the proposal.

Some impacts would occur during the construction phase but these would be temporary, appropriate mitigation measures would be implemented. Once the development is operational, noise associated with servicing would be mitigated through time restrictions to protect amenity. .

It is therefore considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation measures in place, the operation of the tower would not have an adverse impact on surrounding uses.

(e) TV Reception

A TV Reception survey has highlighted that the development may cause minor short-term interference to digital satellite television reception in a small localised area to the immediate north-northwest of the site. Mitigation would restore the reception of affected television services, leaving no long-term adverse effects. A condition is recommended to address this issue and ensure that any appropriate and necessary action is taken.

(f) Waste

Most of the service vehicles accessing T1 would be at restricted times to avoid periods of high pedestrian activity. Most deliveries are expected to be made by vans. The servicing and waste collection arrangements would comply with the City Councils Waste Storage and Collection Guidance for New Developments. A private waste operator would collect waste on a regular basis with the management company ensuring that the internal and external areas are kept clean.

Residents within T1 would use waste chutes from a waste lobby on each floor using colour coded buttons depending on which type of waste is to be deposited. There would be three waste streams with an automated tri-separator to segregate waste and these would be colour coded to help management and compliance. The waste streams expected are as follows: general refuse (including food waste); mixed dry recyclables mixed glass; plastic bottles; foil, food tins; drink cans; pulpable mixed paper and card.

The building managers would monitor the waste accumulation and call the waste operator as necessary. Given the scale and nature of development, it is possible that several refuse collections would be made per day.

The waste and servicing strategy for Central Village is compliant with MCC Waste Guidelines.

Environmental credentials / Sustainability The sustainability credentials of the T1 building significantly exceeds Council policy and provides other sustainable benefits, and would contribute directly to the Council's Zero Carbon objectives.

The following inherent site characteristics and on-site measures to be implemented through the construction and operational phases of development to minimise the carbon footprint of the building and contribute to zero carbon objectives. The proposed building achieves a 13.46% improvement against Part L1A 2013 on carbon emissions, equating to a 22.46% improvement against Part L1A 2010, exceeding policy requirements. The energy strategy would provide benefits in terms of energy efficiency, deliverability and viability of the scheme as a whole. The electric heating for the Co-living would take advantage of a decarbonised National Grid.

The building achieves an 8.41% improvement on Building Regulations Part L1A 2013 Fabric Efficiency and incorporates a passive building specification, intended to avoid cooling requirement, Analysis of overheating would be undertaken to refine the dwelling specification, further into the development cycle. The glazing, ventilation system and solar control glazing would optimise solar gains and limit overheating and avoid active cooling.

Lighting provision in common areas would have active sensors and the units would have water efficiency measures such as dual flush toilets, flow restrictors and reduced volume baths to limit potable water demand to below 105 litres/person/day. Integrated white goods would have as a minimum an A+ energy rating. Waste minimisation during construction would reduce the building's embodied carbon footprint.

Construction impacts will be minimised through the Construction Management Plan, notably through: operation of an Environmental Management System; adoption of responsible construction management practices, including registration with the Considerate Constructor Scheme and implementation of pollution prevention policies; monitoring of construction site energy and water consumption; waste minimisation to reduce raw materials demand, thereby reducing the building's embodied carbon footprint; recording of CO2 emissions associated with construction site vehicles (deliveries and waste removal); and, implementation of a Sustainable Procurement Plan to ensure key materials are responsibly sourced.

Flood Risk and Drainage A Site specific Flood Risk and Drainage Assessment demonstrates that the proposal would address the Manchester-Salford-Trafford Strategic Flood Risk Assessments (SFRA). It confirms the key mitigation measures required and that a separate foul and surface water system would be retained as a private network.

The drains/sewers in the area discharge un-restricted into the adopted sewer network. The site is within a Critical Drainage Network as defined in the Manchester City Council Strategic Flood Risk Assessment SFRA, which requires an overall

reduction in peak discharge rates of 50% (comparing existing peak flows to the proposed peak flows).

The preferred drainage strategy involves draining to the River Irwell: A separate surface water drainage network would need to be installed to serve the whole of the St John's development, which this development plot would connect into. The discharge into the River Irwell would be un-restricted; as such no attenuation is required within the plot boundary.

Ground Conditions The principle of site remediation was been agreed for the Manchester Goods Yard and No.1 Grape Street Planning Permission (121511), with the potential impacts considered and mitigation proposed as part of a Phase 2 Site Investigation Report. The T1 Site falls within the Manchester Goods Yard planning permission area and is subject to the remediation strategy previously approved. On this basis the proposal would result in positive effects on ground conditions. The site has been excavated and would not have significant environmental effects. It would not cause significant environmental effects during its operation as any contamination have been removed.

Ecology, Tree and Green & Blue Infrastructure An ecological appraisal demonstrates that the proposal provides an opportunity to secure ecological enhancement for fauna typically found in urban areas such as breeding birds and foraging bats. It would create public realm and provide a better environment for pedestrians. The public realm would integrate with the amenity area outside the Factory. The public realm would provide a stepping stone to nearby parks such as St John's Gardens and allow views of the River Irwell. Tree planting is proposed within the public realm

Crime and Disorder - The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues - Any archaeological interest has been removed by previous archaeological investigations.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure

The site provides low quality foraging habitat and is unlikely to be used by significant numbers of foraging bats. increased lighting post-construction would have a negligible impact on the conservation status of bats.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value.

The submitted Ecology report recommends that lighting design should be sensitively developed to provide opportunities for use of areas within the site by bats and moths.

Waste and Recycling – The Building would have a ground floor refuse store linked to the refuse chute. The refuse chutes would be located in the core and accessed from every accommodation level. This would contain a colour coded tri-separator compaction machine to enable residents to recycle pre-sorted separate waste streams which are then deposited into separate 1100L Eurobins. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments'. Compacted General Waste will be collected by a private service.

The bins would be accommodated within the buildings, and only taken out to the designated street a short time before the agreed collection and returned shortly after. The refuse collection strategy would be part of the Resident Management Strategy which would be covered by the legal agreement. The waste would be collected by Manchester City Council on a weekly basis.

Disabled access – All apartments will meet Building Regulations Part M4(1), - Visitable dwellings, and requirements for accessibility for all visitors in DFA2. Entrances would be flush and step free. On site 24 hour management would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required. Within the car park Low level bike stands would be provided. The external lighting would ensure that routes are adequately lit during daylight hours and after dark. Trees and furniture would be located and designed to keep pedestrian routes free from hazards.

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Construction Management – Measures would be put in place to minimise the impact 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. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Socio- Economic Impacts / Human Health - During the construction phase, it is estimated using similar benchmark schemes that approximately 350 full time equivalent (FTE) (including supply chain) jobs would be created at the site.

Local expenditure would also increase during the construction phase as construction workers use of local facilities. On completion the site could accommodate up to 870 people. The expenditure by residents should have a positive economic impact and help to sustain the economic viability of local services and facilities

Approximately 35 direct FTE jobs would be required to run the building and accommodation and a further anticipated 20 direct FTE. This is in addition to indirect jobs created within the supply chain to service the building. This job creation is considered to result in a permanent, minor beneficial effect on the local economy. There are 10 GP surgeries and 6 dental surgeries within one mile of the Site who are accepting new NHS patients. It is considered that the majority of the additional demand could be absorbed by the existing healthcare facilities.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend.

Climate Change adaptation and mitigation and minimising embodied carbon have been central to the design development. Benchmarking of Embodied Carbon would inform the next stages of design and inform decisions about, building sub-structure, superstructure and façade and minimise construction waste.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

The majority of journeys should be by public transport and active modes, supporting the climate change and clean air policy. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals would include measures which could mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community.

In particular, the proposal would:

- Seek to maximise social interaction amongst residents;
- Would create a destination for the local community within the ground floor health & wellbeing centre and café and extensive public realm;
- Promote regeneration in other areas of the City Centre and beyond;
 - Not harm the natural environment and reduce carbon emissions through design. The local labour agreement would provide job opportunities for local people.
- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents;
- improve linkages between the City Centre and increase the attractiveness of routes within St Johns for pedestrians;

- Provide access to services and facilities via sustainable transport;
- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not have a detrimental impact on protected species;
- Would regenerate previously developed land with limited ecological value in a highly efficient manner; and

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

Management Strategy

A full Management Strategy has been prepared by the applicant.

The development will benefit from 24/7 management, servicing and security from a team of around 21 employees. All staff, from Residence Managers, Front of House to Housekeepers, will be direct employees of the Applicant and will be trained within the organisation. An app will be available to secure feedback. The commercial units at ground and basement level will have a separate team of up to 20 staff.

All mail and parcels will be received and sorted by the Front of House staff and will be kept in a secure Post Room. All delivery will be retrievable by staff only on behalf of residents.

Out of hours (9pm to 8am) will be covered by the Night Concierge who will be responsible for the management of the building as well as dealing with noise, anti-social behaviours and responding to fire alarms.

All communal / residents' amenity areas of the building will be cleaned and maintained on a daily basis. Maintenance works will be undertaken by the on-site maintenance manager, who will be able to respond to any maintenance or repair works immediately. Within the apartments, residents will be able to log any damage or repair works needed an app.

On-site staff will ensure that the external public areas for the building will be safe and accessible at all times. Hard and soft landscaping will be kept from litter and other debris to ensure the building looks inviting and well-maintained.

Management will be controlled via the S106 Agreement.

RESPONSE TO CONSULTATIONS

In relation to the issues raised by consultees, these have been addressed in the body of this report.

In response to the letters of objections received, it is stated that the plan for transport does not meet the realistic requirements of the proposed users of the development. Under the Councils proposals for travel all traffic is thrown onto the Inner Ring Road and Liverpool Road/ Water street south side only;

In response, the development is car free and in a highly sustainable location with access to multiples modes of sustainable transport.

the taxi drop off for the building is clearly inadequate for a development which contains business meeting space. An average might be 2 an hour but actual use is unlikely in the extreme to be so spaced;

the proposal for goods deliveries is even less realistic relying as it does on "co-ordination" of deliveries and a short time slot for each. Catering supplies will be frequent for a site with catering facilities as proposed and in addition deliveries to the homes of at least 806 persons varied as they may be are extremely unlikely to "co-ordinated";

the idea of "co-ordinating" refuse/ recycling services is currently difficult. Creating a building for use by 806 plus residents and the public in such an inaccessible place is poor planning and contrary to the parameters set out as applicable. Opening Water Street as a through road might make the development slightly more feasible but it requires substantially better access provision;

In response, the forecast trip movements have been assessed using industry recognised methodology and is concluded to be sufficient.

I strongly object to giving planning permissions for high rise buildings in Manchester City centre, without any consideration of availability of infrastructures within city centre. This is a high density area and there are already a lot of development undertaking currently and soon to start undertake and this will add to an existing major problem;

In response, the site is highly accessible to all of the city centres amenities and facilities. The development is car free.

I am also particularly concerned about the height of the building, especially given that there are so many tall buildings within this area now (already existing or building permission already issued). This building will darken the surroundings in relation to sunlight and daylight.

In response, the proposed development is for a 32-storey building to replace an approved 36-storey building on-site. It has been subject to full environmental and amenity assessment.

The proposed development accords with the provisions of the regeneration framework for St Johns, and the details are considered acceptable, subject to the imposition of appropriate conditions.

Legal Agreement

Any Planning Permission would be subject to completion of a Section 106 Legal Agreement the Heads of Terms of which have been outlined above but include restrictions on the length of occupancy / tenancies within the studio units. In terms of the Management Agreement this would be based on the submitted Residential Management Strategy which sets out the managerial practices and procedures that would be implemented.

Covid 19 Potential Impact on Co-Living Developments

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

CONCLUSION

The proposal would deliver the vision, objectives and development principles of the St Johns SRF including place making and public realm and would help to establish a new City Centre destination.

The proposals would deliver a sustainable, high density, high quality development at an accessible price point within an area of employment growth.

The proposal is consistent with Development Plan policies as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004

The proposals would be consistent with GM Strategy's key growth priorities and would deliver a high quality building and regenerate a poor quality site. The site can accommodate a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Listed Mill Buildings, or the Castlefield Conservation Area.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed

buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

Subject to the S106 agreement the development would be consistent with the Core Strategy, saved UDP policies and 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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **APPROVE**, subject to a s.106 covering occupancy, long-term management, payment of Council Tax, reduced rental provision and waste management.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to issues arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application. There have also been ongoing discussions about the development to secure an appropriate mix and size of unit types to align with emerging co-living policy and MCC Housing policy, responses to consultee comments and the scope and heads of terms of the S106 agreement which would support the determination of this application.

Conditions to be attached to the decision

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

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

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

Plans

6548-P-B500-XP-00-001 – REV A - EXISTING LOCATION PLAN, showing site edged red
 6548-P-B500-XP-00-002 – REV A - EXISTING SITE PLAN
 6548-P-B500-XP-00-003 – NO REV - EXISTING SITE PLAN: T1 & T2 SITE BOUNDARIES
 6548-P-B500-A-001 – REV A - TYPICAL FAÇADE DETAILS LEVEL 00
 6548-P-B500-A-011 – REV A - TYPICAL FAÇADE DETAILS LEVEL 01
 6548-P-B500-A-021 – REV A - TYPICAL FAÇADE DETAILS TYPICAL APARTMENT LEVEL
 6548-P-B500-A-051 – REV C - TYPICAL FAÇADE DETAILS ROOF LEVEL
 6548-P-B500-E-E – REV C - EAST ELEVATION
 6548-P-B500-E-E-001 – REV C - PROPOSED CONTEXTUAL EAST ELEVATION
 6548-P-B500-E-N – REV C - NORTH ELEVATION
 6548-P-B500-E-N-001 – REV C - PROPOSED CONTEXTUAL NORTH ELEVATION
 6548-P-B500-E-S – REV C - SOUTH ELEVATION
 6548-P-B500-E-S-001 – REV C - PROPOSED CONTEXTUAL SOUTH ELEVATION
 6548-P-B500-E-W – REV C - WEST ELEVATION
 6548-P-B500-E-W-001 – REV D - PROPOSED CONTEXTUAL WEST ELEVATION
 6548-P-B500-P-00 – REV A - LEVEL 00 GA PLAN
 6548-P-B500-P-00-001 – REV A - LEVEL 00 PROPOSED SITE PLAN
 6548-P-B500-P-01 – REV A - LEVEL 01 GA PLAN
 6548-P-B500-P-05 – NO REV - LEVEL 05 GA PLAN
 6548-P-B500-P-B1 – REV A - LEVEL B1 GA PLAN
 6548-P-B500-P-B2 – REV A - LEVEL B2 GA PLAN
 6548-P-B500-P-LRF – REV C - LOWER ROOF LEVEL GA PLAN
 6548-P-B500-P-URF – REV C - UPPER ROOF LEVEL GA PLAN
 6548-P-B500-P-M – REV A - MEZZANINE LEVEL GA PLAN
 6548-P-B500-P-TYP-001 – REV B - LEVEL 02-04 GA PLAN
 6548-P-B500-P-TYP-002 – REV B - LEVELS 10-12, 17-19, 24-26 & 31 GA PLAN
 6548-P-B500-P-TYP-003 – NO REV - LEVELS 06-09, 13-16, 20-23 & 27-30 GA PLAN
 6548-P-B500-S-AA – REV C - SECTION AA
 6548-P-B500-S-BB – REV C - SECTION BB
 6548-P-B500-XS-E-001 – REV A - EXISTING SITE SECTION EAST
 6548-P-B500-XS-N-001 – REV A - EXISTING SITE SECTION NORTH
 6548-P-B500-XS-S-001 – REV A - EXISTING SITE SECTION SOUTH
 6548-P-B500-XS-W-001 – REV A - EXISTING SITE SECTION WEST
 6548-A-Z100-A-001 – REV M - AREA SCHEDULE
 SJQ-701-EXA-XX-L00-DR-L-000100 Rev P05 - T1 PUBLIC REALM GENERAL ARRANGEMENT

Documents

- Design and Access Statement, prepared by Denton Corker Marshall dated March 2020 (Reference 6548_D_3_001 – REV 02);
- Planning and Tall Building Statement, prepared by Deloitte Real Estate dated December 2019;
- Statement of Community Consultation, prepared by Deloitte Real Estate dated December 2019 (Reference: 2019.146);
- Environmental Standards Statement, prepared by Element Sustainability dated October 2019;
- Ground Conditions Summary, prepared by Curtins Reference: 061559-CUR-XX-00-RP-GE-002
- Top Soil Planning Statement, prepared by Curtins dated 30.06.2020 (Reference: B061559-CUR-00-XX-XX-DS-GE-001)
- St John's Phase 2 Site Investigations v2 prepared by Curtins, dated 20 September 2018 (Reference 065330-CUR-00-XX-RP-GE-001-V02)
- Transport Statement, prepared by Vectos dated November 2019;
- Framework Travel Plan, prepared by Vectos Dated October 2019
- Archaeological Letter, prepared by Salford Archaeology dated 8 October 2019;
- Ecological Assessment and cover note, prepared by ERAP dated 11 October 2019
- (Report dated September 2016; Reference 2015_179);
- Crime Impact Statement, prepared by Greater Manchester Police dated 26/11/2019 (Reference 2015/0589/CIS/03);
- Flood Risk and Drainage Summary, prepared by Curtins dated 22 October 2019 (Reference 061559-CUR-00-XX-RP-C-92001-V03);
- St Johns Masterplan Drainage Strategy V2 prepared by Curtins dated 1 May 2019 (Reference SJQ099-CUR-00-XX-RP-C-92001)
- Waste Management and Servicing Strategy, prepared by Vectos dated December 2019;
- Television and Radio Impact Assessment Reception Survey, prepared by G-Tech Surveys dated 11/10/2019;
- Ventilation Strategy, prepared by CWC dated 10/10/2019 Reference SJQ-701-CWC-XX-XX-RP-M-10002;
- Residents Management Strategy, prepared by VITA dated January 2020;
- Broadband Connectivity Assessment, prepared by G-Tech Surveys dated 11/10/2019;
- Local Labour Agreement, prepared by BAM; and
- The Environmental Statement and Technical Appendices dated December 2019 (part updated March 2020).

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

3) a) Prior to the commencement of the development, other than enabling works comprising piling and construction of the sub structure, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building shall be submitted to and approved in writing by the City Council, as local planning authority.

b) Samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

4) a) No development shall commence, other than enabling works comprising piling and construction of the sub structure, unless and until a programme for issue of samples and specifications of all hard landscape materials, including details of seating and other items of street furniture together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

b) Samples and specifications of all hard landscape materials shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

c) The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

d) The approved scheme shall be implemented not later than 12 months from the date the building is first occupied.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

5) No part of the development, other than enabling works comprising piling and construction of the sub structure shall commence until soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of all planters together with full details of all planting arrangements, including trees.

b) The approved scheme shall be implemented not later than 12 months from the date the building is first occupied.

c) 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 and DM1 of the Core Strategy.

6) Full details of all external seating areas within the development shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor flexible commercial space to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation.

Reason - In the interests of visual amenity, and to safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

8) The development shall be carried out in accordance with the Crime Impact Statement Reference 2015/0589/CIS/03 Version D dated 26 November 2019. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

9) Before first occupation of the development, a signage design strategy for all parts of the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy.

10) The Retail flexible commercial space hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

11) No amplified sound or any music shall be produced or played in any external areas of the site, other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

12) Before first occupation of the building, full details of a Management and Maintenance Strategy for the external areas, including planting arrangements, boundary treatments, furniture and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

13) The development hereby approved shall include a lighting scheme for the development, including the illumination of any part of the buildings and all areas of public realm during the period between dusk and dawn. Full details of such a scheme, including lighting columns and fittings, level and type of illumination, and how the impact on occupiers of nearby properties will be mitigated, shall be submitted to, and approved in writing by, the City Council as local planning authority before the lighting scheme is implemented, External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The approved scheme shall be implemented in full before any part of the development is first occupied.

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

14) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure appropriate ventilation in the form of internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable indows/ventilation intakes of nearby properties. Alternative ventilation including carbon or water filters will be required if extraction is to be provided at the ground floor level.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Core Strategy Policy DM1.

15) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation

strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works.

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

16) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

17) Before any flexible commercial space hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the development and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

18) Before the development commences, other than enabling works comprising piling and construction of the sub structure commences, a scheme for acoustically insulating the proposed co-living accommodation against noise from the nearby road network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the co-living dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not normally exceed 45 dB L_{Amax,F} by more than 15 times) Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq Gardens and terraces (daytime) 55 dB LAeq

Due to the proximity of the development to the Ordsall Chord it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

19) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

20) No construction other than enabling works comprising piling and construction of the sub structure commences shall commence unless and until full details of all wind mitigation measures, if required, have been submitted to, and approved in writing by the City Council, as local planning authority. All such measures shall be fully wind tested, and accompanied by a detailed report confirming that wind conditions related to the development are satisfactory and acceptable.

Reason - To ensure that the details of the development are satisfactory, pursuant to policy DM 1 of the Core Strategy.

21) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework and Core Strategy policies EN14, EN17 and DM1.

22) Prior to occupation of the co-living units a Residents Management Strategy shall be submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, smoking arrangements, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

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

23) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

24) The development hereby approved shall not be occupied unless and until surface water management has been implemented in accordance with the Flood Risk and Drainage Summary, Curtins, 22nd October 2019 (061559-CUR-00-XX-RP-C-92001-V03) and an assessment of overland flow routes to include inlets, finished floor levels, ground levels and entrances of the buildings is submitted and approved in writing by the Local Planning Authority

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

25) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

26) No development, other than enabling works comprising piling and construction of the sub structure commences, shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all office uses, flexible commercial elements, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

27) No development, other than enabling works comprising piling and construction of the sub structure, shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all co-living units, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

28) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason: To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 and policy DM1 of the City of Manchester Core Strategy.

29) Before first occupation of any part of the development, a Framework Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented

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

30) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off co-living deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

31) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference

complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Development hereby permitted.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

32) The ground floor level flexible commercial units shall not include the provision of external roller shutters.

Reason - For the avoidance of doubt, and 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, as specified in policies SP1 and DM1 of the Core Strategy.

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

Reason: In the interest of visual amenity, pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy for the City of Manchester.

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

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

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

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

36) No development shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by Manchester City Council.

The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

Reason: In the interests of aviation safety, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

37) Prior to development commencing, other than enabling works comprising piling and construction of the sub structure, a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

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: 125655/FO/2019 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.

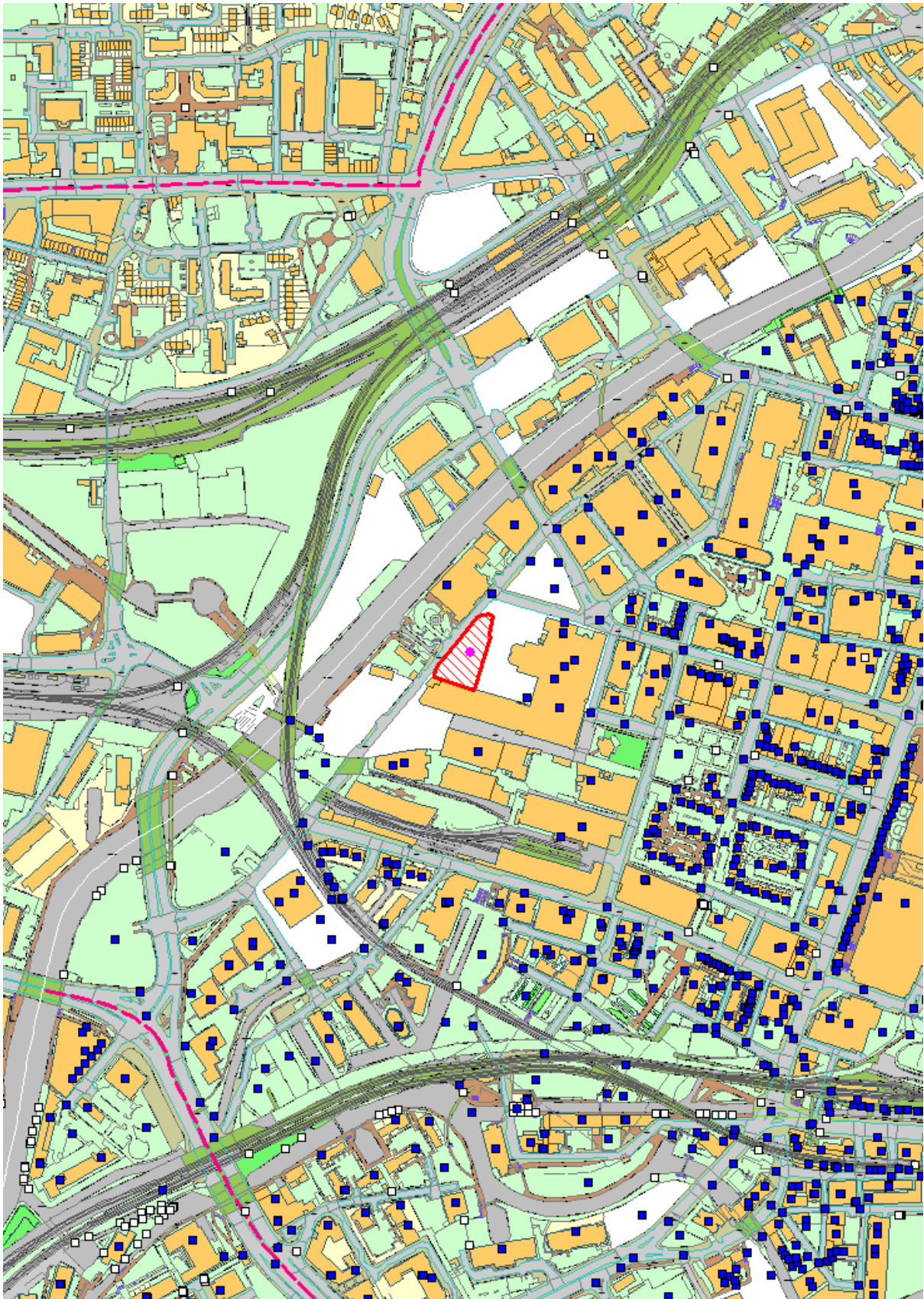
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Natural England
 Highway Services
 Environmental Health
 Corporate Property
 MCC Flood Risk Management
 Sustainable Travel
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport for Greater Manchester
 Planning Casework Unit
 United Utilities Water PLC
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Pedestrians Society
 Network Rail

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 :	David Brettell
Telephone number :	0161 234 4556
Email :	d.brettell@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
126648/FO/2020	3rd Apr 2020	30th Jul 2020	Deansgate Ward

Proposal Full Planning Permission for the erection of 36 storey plus basement level mixed use building comprising co-living units, amenity space and flexible commercial space (Sui Generis), co-work (Use Class B1), landscaping, access and other associated works.

Location Water Street, Manchester, M3 4JQ

Applicant Union Living Limited, C/o Agent,

Agent Mr Niall Alcock, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

INTRODUCTION

Co-living is a relatively new concept to Manchester and the UK but is established in India and major American cities such as New York, San Francisco and Los Angeles. It is common in a number of high demand European cities such as Berlin, and interest is beginning to emerge in London and other UK cities.

There is not a standard definition of Co-living but it typically comprises a private living space with an ensuite bathroom with access to shared communal facilities such as kitchens, dining, other facilities and shared amenity space. It can comprise studios and 'cluster-style flats' in which bedrooms can be rented out individually or in groups. Schemes may share some of the characteristics of private rented sector (PRS) schemes, such as shared amenity space with one, two and three bed units. There are also some similarities to short-term serviced provision.

This use does not fall within a use class under the Town and County Planning (Use Classes) 1987 Order (as amended) and is classified as Sui Generis. There are no policies within either the National Planning Policy Framework (2019) or Core Strategy which relate to this type of accommodation. As it is classed as Sui Generis, schemes are not required to conform to the nationally prescribed space standards. Units that do not comply with the space standards would not be acceptable as permanent homes in Manchester and tenure lengths should be restricted.

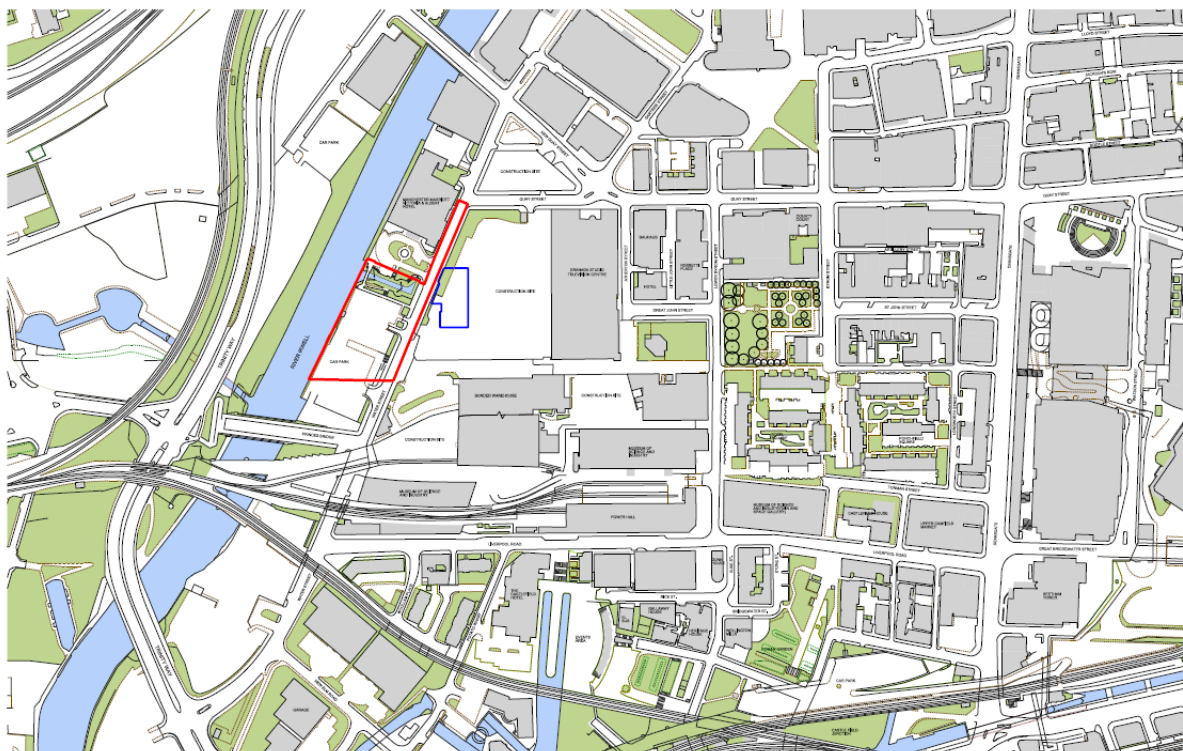
The Executive endorsed a report in July 2020 on Co-living following a period of consultation, Co-Living is a relatively new concept in the UK and the market is ahead of policy. There is no current National or Local Policy guidance in relation to this product.

Shared living has a flexible tenure and aims to meet the needs of agile workers seeking well managed accommodation with all-inclusive bills with no-strings attached. It seeks to offer privacy within a communality with social spaces and often an active social programme. It is anticipated that the accommodation would be attractive to those who might otherwise live in house share / house in multiple occupation. It offers shared amenities, typically all-inclusive of bills and with more flexible occupancy terms than a standard residential tenancy.

Co living should add value to existing wider, economic-led, regeneration frameworks, drive employment, create place and support the talent needed to support growth. Co-living developments would require quality design and space standards, except where there is a compelling justification for an alternative approach. At the current time these opportunities are considered to be limited to within the St Johns, First/Corridor and Piccadilly/Northern Quarter.

THE SITE AND ITS SURROUNDINGS

The application site, known as T2, is 0.67 ha and bounded by the River Irwell, a canal basin arm to the north, with the Grade II Victoria and Albert Hotel beyond, Water Street to the east and Princes Bridge to the South. Access is gained from Water Street.



The site is within the Castlefield Conservation Area and is part of a Masterplan and Strategic Regeneration Framework for St John's. It does not contain any listed structures. Spinningfields is immediately to the north and Castlefield to the south. Beyond St John is to the east is Deansgate. There are offices and hotels on the opposite side of the river in Salford where a number of mixed-use regeneration initiatives are underway.

The St. John Street Conservation Area to the east and there are listed structures nearby including the grade II Zig Zag Viaduct, Victoria and Albert Hotel, Manchester and Salford Junction Canal tunnel (located underneath the existing annexe building to the former Granada HQ Building, but outside of the application site). Within MoSI is the former train / goods station which is Grade I listed, and 6 Grade II listed buildings, including the Bonded Warehouse, the Colonnaded Railway Viaduct and warehouse buildings.

The site is within 500m of Salford Central and Deansgate stations which have been upgraded as part of the Northern Hub programme. This has enhanced the capacity of the stations, improving frequency and journey times of services and creating improved passenger experience. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance. The Metroshuttle service operates from Lower Byrom Street and Deansgate.

The original planning permission for the T2 site (114723/FO/2016) approved a residential Tower of similar size and construction to that which is currently proposed. An application elsewhere on this agenda proposes the erection of a Co-living residential tower building, known as T1 (ref:125665/FO/2016/C1).

Spinningfields to the north is a business and commercial district with high profile tenants with banks and national and international occupiers with homes in Leftbank.

The site is within the Castlefield Conservation Area and is part of a wider Masterplan and Strategic Regeneration Framework for the St John's area. There are no listed structures on site and the St. John Street Conservation Area is to the east. The Grade II Listed Victoria and Albert Hotel and the River Irwell are to the west with hotels and office uses on the other side of the river.

Other Grade II listed buildings in the immediate area are the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street.

DESCRIPTION OF PROPOSED DEVELOPMENT

Planning Permission has previously been granted for the demolition of existing structures and the erection of a 36-storey residential building (Class C3) with retail uses at lower levels (Classes A1, A2, A3 or A4); new public realm and landscaping, including the first phase of a new riverside park and walkway, provision of external seating areas, car and cycle parking, access arrangements and highways works, rooftop plant and other associated works". (ref:114723/FO/16)

The proposal would supersede the Tower 2 element of (114723/FO/16). Given the changes to the baseline context since the original permission was approved, a fresh standalone EIA has been undertaken in support of the planning application.

This proposal would supersede the Tower 2 element of the previous permission with a 36 storey building comprising Co-Living Apartments with 188 no. 2-, 3- and 4-bed shared apartments and 186 studios with 806 Bedspaces. There would be ancillary amenity space on four floors consisting of residents' amenity space, a gym, commercial space, and self storage. There would be 412 cycle spaces in the building and 12 sheffield stands in the public realm.

77% of the bedspaces would be in the Trio or Quad units which would all be single occupancy. The Trio and Quad (2, 3 and 4 bed) units could be a primary residence and would only be available on tenancies from 6-months upwards. When single occupancy is taken into account, each of the shared units meets or exceeds NDSS, without taking into account access to shared amenity. Bedroom areas would provide

as much useable floorspace as possible. Each apartment will have a shared communal kitchen and lounge.

The studios would be available solely on short-term lets, up to 6 months in length, so would not be a primary residence. This would be controlled via the Section 106 Agreement.



Appearance

The building has been designed to be read alongside T1 and the appearance and size of both towers is similar.

T2 would have a grid that would be expressed over an inner solid box. The grid is a silver - grey metallic colour and the black core is a combination of back-painted glass spandrel panels, solid matt black painted aluminium panels, matt black painted aluminium louvres and clear glazing. The top of the grid would be extended above the roof line with black vertical blades infilling between the silver-grey columns to express the crown. A block of the black “box” is exposed at the top of the north side of the building to balance the elevation with the exposed ground and first floor “box” on the south side. The dark contrast building core is exposed at the ground and first floors at the south end of the building that looks out on to Festival Square to give it visual prominence.

The Trio and Quad (3 and 4 bed) apartments will only be available on tenancies from 6-months upwards and are designed to attract long term occupancy as a primary residence. They will be attractive to new city residents who want to build a friendship

and professional network so prefer co-living; to larger groups of friends who want to move in as a collective; and city corporates who want to house graduate scheme staff in the same location. They will provide tailored accommodation at a price point to accommodate new graduates moving from university into the job market.

The Studios and Studio + will be available on short-term tenancies and will be targeted at businesses and institutions looking to house employees and contractors who may only be in Manchester for a short period of time and want a more social experience than a hotel or aparthotel; project workers on fixed-term contracts (particularly characteristic of the creative industries), travelling lecturers and academics; and city workers who want private space but want to be part of the wider community.

The first floor has amenity space for co-living residents and co-working occupants. The ground and mezzanine floor commercial space would extend the amenity. Three floors of the proposal would be co-working space for those who live in the building and anybody who 'rents' a space. There will be a mix of spaces, including bookable desks and meeting rooms, and more casual break out space.

Access

All residential, commercial and amenity areas would be level from the street or via the lifts in the buildings core. The public areas would be compliant with Part M of Building Regulations. Four accessible units would be available upon occupation with fully accessible bathrooms and adequate turning spaces.

An additional 27 Studio+ apartments are fully adaptable. All entrances would be level and entrance widths comply with or exceed statutory guidance. Main reception areas are on the ground floor and the lifts are fully accessible.

Four accessible units will be available upon occupation of the development, fitted with fully accessible bathrooms and adequate turning spaces. As demand requires, a further 27 studios are available to be converted to accessible units.

Servicing and Waste Management Arrangements

Servicing would be at restricted times to avoid periods of high pedestrian activity. The servicing and waste collection arrangements would comply with the City Councils Waste Storage and Collection Guidance for New Developments. A private waste operator would collect waste on a regular basis with the management company ensuring that the internal and external areas are kept clean.

Residents would use waste chutes from a lobby on each floor using colour coded buttons. There would be three waste streams with an automated tri-separator to segregate waste and these would be colour coded to help management and compliance. The waste streams are general (including food waste); mixed dry recyclables mixed glass; plastic bottles; foil, food tins; drink cans; and pulpable mixed paper and card.

The building managers would monitor the waste accumulation and call the waste operator as necessary. Given the scale and nature of development, it is possible that several refuse collections would be made per day.

Cycle & parking

There would be no car parking spaces but spaces for disabled people would be available at a number of nearby car parks including 35 spaces at Spinningfields MSCP and 2 on-street bays north of the development on Water Street. There will be six on-street parking bays provided on Water Street to the north of the Marriott Hotel. These pay and display parking bays are around 100m north of Tower 2 and disabled drivers can also park in these locations for free. Around 220m to the south on Water Street are 10 disabled parking bays.-Residents are expected to use public transport or walk and cycle.

There are 412 secure cycle spaces provided in the basement and 12 cycle spaces are proposed in the public realm. The developer would monitor the demand for cycle parking as part of the Framework Travel Plan. If there is an evident shortfall in the parking provision against demand, then the developer will consider alternative options and would review those options with TfGM.

Landscape and Public Realm

The site-specific design proposals consider the existing change in level between Water Street and the River Irwell and the need to maintain a consistent building ground floor level in order to mitigate potential flooding. This results in a plinth to the south and west elevation which forms an external terrace to the ground floor units. The southern plinth includes a grove of new trees within an area of soft landscape. The western plinth forms the edge of the new riverside footpath which extends from Factory Square along this section of the river. Public realm proposals to the existing canal basin include works to overcome existing changes in level and create an accessible ramp leading from the development to the lower area of the canal basin. A balustrade is provided along the river walkway wall to provide safe environment for pedestrians using the space.

Also included in this area are steps and terraces that front the lower section of the canal basis. Tree planting as part of the development would mitigate against wind impacts along Water Street. 40 trees are proposed as part of the public realm which are mainly concentrated to the southern and northern areas of public realm.

Combined Impact of Union T2 and T1

The population of Union T2 at full capacity would be 806. In combination with Union T1, the capacity will be 1,676, bringing a critical mass of population to the area, providing direct support to the employment opportunities created. Across the two buildings there will be 7 floors and over 5,000 sq m of amenity space, including carefully curated complementary commercial uses, gym and innovative new co-working space.

Application forms and notices,

- Accommodation and Drawing Schedules;

- Site and location plans, ;
- Existing and Proposed plans, ;
- Public Realm General Arrangement Plan,
- Design and Access Statement, ;
- Planning and Tall Building Statement,
- Statement of Community Consultation,;
- Environmental Statement,
- Environmental Standards Statement,;
- Ground Conditions and Remediation Strategy, ;
- Transport Statement,
- CGI's,
- Archaeological Desk Based Assessment, ;
- Ecological Assessment and cover note, ;
- Crime Impact Statement, ;
- Flood Risk and Drainage Assessment,
- Travel Plan Framework,
- Waste Management and Servicing Strategy,
- TV Reception Survey, ;
- Viability Assessment, ;
- Energy Statement,
- Ventilation Strategy,
- Management Strategy,
- Broadband Assessment,
- Local Labour Agreement,

CONSULTATIONS

Local Residents/Businesses

The planning application has been advertised as:- a major development; affecting the setting of listed buildings; affecting a conservation area; Environmental Impact Assessment and a development in the public interest. Site notices have been displayed and businesses and residents in the area notified of the application.

Neighbours – No comments received

Environmental Health – recommended conditions. Further comments to be reported.

Highway Services – To be reported

City Centre Regeneration – To be reported

Greater Manchester Police (Design for Security) – To be reported

Greater Manchester Ecology Group – To be reported

Flood Risk Management Team – No objection

Environment Agency – Holding objection received. Further comments to be reported to Committee

Natural England-.To be reported

United Utilities – To be reported

Greater Manchester Archaeological Unit –

Work and Skills – To be reported

Manchester Airport, Civil Aviation Authority and NATS Safeguarding – To be reported

Sport England – Objects to the application as it believes that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. It requests a financial contribution towards off-site sports facilities and that the development incorporate the 10 principles of Active Design into its design.

Manchester Water Safety Partnership – (MWSP), would like to see a clear management statement around the risk assessments and proactive work with regards to water safety both during construction and operation. MWSP would like this to cover training for staff members, any signage that will be in place, and clarity around CCTV, lighting and rescue equipment (also public rescue equipment). MWSP would like to see equipment such as life-rings and clear signage detailing location (to inform emergency services) and actions to be taken in the event of someone entering the river. MWSP would also like to know how near misses, or self-rescues will be reported to the Manchester Water Safety Partnership.

Plans state there will be a 24/7 in house management. MWSP would like see the plan for training of these staff members in regards to water safety. This plan should include prevention of incidents as well as actions to take in the event of an emergency. The MWSP would also expect consideration during flooding or expected flooding of the river as to limiting access to riverside – this should form part of a flood risk assessment considering employees, occupants and members of the public.

ISSUES

POLICY

Local Development Framework

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted on 11 July 2012 and is the

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, H8 T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

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

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy - The scheme would provide new jobs during construction and would provide housing near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing for the workforce in attractive places. This proposal would be sustainable, address demographic need and support economic growth. Population growth of 20% between 2001 and 2011 demonstrates the attraction of the city and the strength of its economy.

SO5. Transport - This highly accessible location is close to public transport and would reduce car travel. .

SO6. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Paragraph 80 states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This approach will allow areas with high levels of productivity to capitalise on their performance and potential.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and

quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – This type of accommodation targeting young professionals could support economic growth and maximise the competitiveness of the city. The high quality design would contribute to place-making and create a neighbourhood where people choose to be. It could help to meet and support economic growth and regeneration, A limited amount of Co-living accommodation in locations close to employers who are seeking to recruit the target demographic could be acceptable.

All sustainable transport modes are nearby which would maximise the use of the City's transport infrastructure. It would create a well-designed place to enhance the built environment and help to deliver objectives of St Johns. It would develop underutilised, previously developed land and create employment during construction and permanent employment through building management and public realm maintenance. This would complement nearby communities. Resident's use of local facilities and services would support the local economy.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity, and living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth. A limited amount of this type of product would support population growth, and the retention of graduates by providing housing in key areas of the city centre. The co-living use would provide residential development in St Johns complement the surrounding regeneration.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The site is accessible to pedestrians and cyclists. A Travel Plan would facilitate sustainable transport use and journeys for employment, business and leisure activities would be minimal. The proposal would support sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improved pedestrian and cycle routes are proposed and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy

CC10 A Place of Everyone - Manchester Residential Space Standards and Co-Living -Report to Executive Committee December 2019 and June 2020) –

Manchester's economy continues to grow and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy by contributing to meeting the Residential Growth target to 32,000 new homes in the next ten years to March 2025, meeting the City Centre housing target in the Core Strategy and to the creation of a sustainable, inclusive, mixed and vibrant community.

For many young graduates living close to their place of work, is a key consideration and the Co-living model could help to attract and retain graduates.

These high-density developments would use sustainable sites efficiently. They would contribute to the ambition that 90% of new housing should be on brownfield sites. They would have a positive impact on the area and provide accommodation which could meet the needs of graduates and support talent retention at St Johns. .

Co-living is not an affordable housing product and should not be targeted at or occupied by students. The applicants intend to target medium and longer term tenancies. The studios would meet demand for shorter term lettings of between 3 to 6 months as well as providing an entry level into independent living, supported by hared amenity space.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN11 (Quantity of Open Space, Sport and Recreation), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC19.1 (Listed Buildings) – These schemes would use land efficiently, promote regeneration and change and create attractive and healthy places. The quality and appearance of the buildings would meet the expectations of the St Johns SRF. The buildings and public realm would improve functionality in the area.

The buildings would be prominent and highly visible when viewed in conjunction with some adjacent heritage assets and would have some minor negative impacts. They would however be read as part of the cityscape and within a city skyline which has already altered the setting of adjacent heritage assets. The development would reinforce the assets setting rather than detracting from an appreciation of their architectural and historical significance.

The scale and quality would be acceptable and would contribute to place making. It would improve the character and quality of a site whose appearance is poor. The positive aspects of the design are discussed in more detail below. A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates

the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The proposals include amenity space which would enhance biodiversity both in its own right and by interconnect with established areas in St Johns. .

The NPPF states that:

Paragraph 192. In determining 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 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification.

Paragraph 196 states that 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, where appropriate, securing its optimum viable use.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a negligible impact and that the historical and functional significance of adjacent heritage assets would not be undermined by the development and their significance would be sustained.

The current condition of the sites has a negative impact on the townscape and on the setting of the nearby Listed Buildings and the Castlefield Conservation Area. The proposals would cause less than substantial harm to the setting of the affected heritage assets and this needs weighed against any arising public benefits. The quality, design and contribution of the scheme to the townscape would enhance the setting of the adjacent heritage assets. This would sustain their value as the substantial public benefits of the scheme would outweigh any harm to setting.

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would integrate the site into the locality and increase natural surveillance.

The proposals would create a more pedestrian friendly environment along Water Street including soft planting. Passive surveillance would be improved which should reduce crime and the fear of crime. The more pleasant pedestrian environment around the site will also encourage walking and cycling

Saved UDP Policy DC20 (Archaeology) –

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the schemes would accord with a wide range of principles that promote energy efficient buildings. They would integrate sustainable technologies from conception, through feasibility, design and build and in operation. Their designs have followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Surface water drainage would be restricted it to a Greenfield run-off rate if practical, and post development run-off rates would be reduced to 50% of the pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. A number of measures would improve biodiversity. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. Coordination through the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection – The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

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

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

The above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports

- new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and

standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of this application:

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities subject to various caveats which are discussed in the Issues section below.

Manchester's Housing Strategy (2016-2021) - Sets out the City Council's highest priority of creating more homes to meet the need of a growing population within a dynamic housing market which has over the past 10 years seen a dramatic increase in the number of market rental homes in the city. It notes that the balance of housing types and tenures is still not right in many of the City's neighbourhoods in terms of encouraging people to stay in Manchester within neighbourhoods where the communities they house can get on well together and enjoy mutual respect.

A key goal within the Strategy is to support the housing aspirations of new and existing residents by offering a wide choice of homes to support the increasing population and growing economy. However, to deliver on that aspiration it is acknowledged that there is a need to ensure that the City has the right homes in the right places which is responsive to demands from the changing lifestyles. Within the context of consideration of emerging proposals for Co-living within the City, this may require consideration of the need for some level of non traditional housing products which are particularly attractive to some groups of potential residents.

2 key aspirations which are regarded as important for achieving the key goals within the Strategy are ensuring that more of the graduate population chooses to stay in the city and access an appropriate housing offer and that new homes have a good quality design and that space standards meet the Manchester Standard.

The need for and management of the amount of any Co-living accommodation in response to emerging markets within particular demographics and the potential contribution of this type of housing to facilitating the wider housing needs of other groups within the City is discussed in detail below.

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

The site of the current planning application falls within the area designated as First Street. The proposals subject to various caveats which are discussed in the Issues section below would be in keeping with the aspiration set out for that area delivering the first stage of a new residential-led development at St Johns, providing a new housing offer in the city centre.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. In terms of the 'cluster' apartments the proposal is broadly in keeping with the aims and objectives set out in the guidance. The proposed Studios would not comply with the Guidance however the non compliance needs to be considered in the context of the particular nature of this accommodation, the role that it might play in terms of the wider growth objectives of the City, particularly in relation to the sites location within the First Street Neighbourhood and proximity to the Corridor. This is discussed in more detail in the Issues section below._

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location that subject to various caveats which are discussed in the Issues section below

Legislative requirements

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

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

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

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

Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

Environmental Impact Assessment

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

- Air Quality
- Daylight and Sunlight
- Noise and Vibration
- Townscape and Visual Impact
- Historic Built Environment
- Wind Microclimate

Proposal T2 is an “Infrastructure Projects” (Schedule 2, 10 (b)) as described in the EIA Regulations. Both developments are above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out for both sites 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's have been carried out on the basis that the proposals could give rise to significant environmental effects. In accordance with the EIA Regulations, the Environmental Statements set out the following information

A description of the proposals comprising information about the nature, size and scale;

The data necessary to identify and assess the main effects that the proposals are likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

A 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.

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.

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 proposed to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consents granted, together with details included in s.106 obligations..

It is considered that the Environmental Statements for T2 has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. The Environmental Statements have been prepared by a competent parties with significant experience and expertise in managing the EIA process. The preparation of the Statements have included technical input from a range of suitably qualified and experienced technical consultees.

DEVELOPMENT ISSUES

Principle of development

Planning permission has previously been granted for a very similar scheme in terms of height, form, scale, massing and use, The impact of the scheme on heritage and on amenity, including that on nearby residents, would be almost entirely identical. This is an important material consideration.

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration and the City Centre as the primary economic driver of the region is crucial to its economic success. There has been a significant amount of regeneration within St Johns and Castlefield over the past decade. The 2015 Greater Manchester Forecasting Model by Oxford Economics, forecast growth of 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA by 2024. Economic growth requires the attraction and retention of talent and to support this the region must be an attractive location to live, study, work, invest and do business. The provision of a range of housing types to support that growth and provide options for existing residents is a key consideration.

Almost 60% of Manchester's residents are under 35 with over 74,000 students which provides the city with new graduates each year. The city gains more graduates than it loses, with 36% of Mancunian graduates returning to work in the City and a further 33% working in Greater Manchester.

60,000 people live in the City Centre and a significant proportion are between 25 and 35. This is partly attributable to high levels of graduate retention, facilitated through strong economic growth with employers seeking to recruit graduates.

Increasingly businesses are attracted to locations where deep labour markets offer a range of highly qualified and skilled staff and City's demographic profile is well placed to capture these opportunities. Economic growth, people's desire to live close to employment and lifestyle advantages of city centre living will continue demand for housing in the heart of the city. A choice of homes is required to respond to the demands of changing lifestyles including those which may suit the requirements of a particular phase of life. The provision of innovative non-traditional housing may be attractive to: those seeking temporary accommodation or are transitioning between arrival in the City or graduation; younger adults who want a more communal City Centre living experience; and, people who want more flexible tenancy arrangements, fitting with more agile working patterns found in particular sectors of the economy.

Co-Living must be considered in the context of existing policies which support housing and any relevant locational constraints set out within those policies. On the basis of information submitted to support the application, it is considered that the

proposal is of a size and scale which would respond to and support current and emerging job recruitment and retention and would connect residents with those opportunities and support those needs.

There will be further employment growth at St Johns and Spinningfields with jobs in growth sectors such as Technology, Media & Tele-communications, healthcare, Research & Development industries, and technical advisory businesses. This employment growth requires more City Centre homes which are accessible to graduates entering the workforce. The Executive Reports explained that some developers, believe that there is a link between this product and the delivery of jobs in digital and technology businesses. This type of accommodation could be attractive to employees where it is close to these companies.

A mobile and dynamic workforce is more likely to share as they move to different locations for career reasons, to places that may not be permanent homes. A mobile workforce also looks for opportunities to meet people and make new friends, which is something co-living can offer.

The Executive Reports explained that the impact of Co-living should be carefully managed, appraised and evaluated, as the market is untested in Manchester. . Key to those considerations is the role of this type of accommodation within the City Centre housing market and how the length of tenure relates to the aspirations of those Executive Reports.

The city centre workforce is the target market, particularly recent graduates, apprentices and new recruits for St Johns and Spinningfields would include:

- Young workers, new graduates, and those new to Manchester, with incomes may not be sufficient enough to afford city centre rents;
- People new to the city, arriving for their first or second job, key workers, freelancers or entrepreneurs starting up and those uncertain of where best to live or how long their appointment may last;
- Young people living in house shares in the suburbs;
- Key workers from nearby hospitals who are new to the City;
- Young people born in Greater Manchester who are in employment and looking for opportunities to access the city centre market;
- People on time limited contracts, particularly visiting academics or research staff and contractors where their longer-term work with Manchester businesses may be less certain.
- Mobile workers, employed by larger companies in regional offices, as part of regular graduate recruitment programmes.

Co-living could support the young workforce to transition in the medium term to city living and information set out in the application assumes that 60% of tenants would become long term Manchester residents, finding other homes and staying for an average of five years, many moving to other parts of the city centre.

Many young professionals and those vacating the parental home have traditionally lived in shared housing in the suburbs that was not originally built for that purpose, and is not designed for shared living. Many City Centre apartments which were ‘for

sale' have subsequently been rented out. People often share these apartments in order to achieve a more affordable rent per person. These apartments do not have shared amenities or management platforms that foster a sense of community. The smaller units supported by shared communal spaces seeks to ensure that the costs of lesser used spaces within a mainstream apartment are not loaded onto individuals but shared across the block. This supports a cost effective and accessible product. In appropriate locations Co-living could respond to the lifestyle requirements of residents; provide more suitable accommodation for people who chose to live in shared accommodation freeing up PRS and traditional suburban housing for families; connect existing and potential employers - Shared units (i.e. the primary residencies, not the studios) in Union will be single occupancy rooms only and when this is taken into account meet NDSS standards for single occupancy rooms

As the studios do not meet our space standards they would not be suitable as permanent homes in Manchester. There should be a compelling rational to underpin support for non-compliant units. The target market for the studios in particular would be people looking for shorter term lettings of upto 6 months. On this basis they would be short term lettings to those who might be new to the City and looking for a base from which to find more permanent accommodation or people who would be based within the City on a short terms basis for work or research purposes. They would provide privacy with access to communal facilities and a community.

The length of tenure would be controlled through a legal agreement. The studios with the communal space, activities and support services would have similarities to accommodation within an aparthotel or serviced apartment. As a temporary form of accommodation there is a role for some level of this type of accommodation.

The development would be consistent with growth priorities and help to realise the target set within Manchester's Residential Growth Strategy which have recently been updated to seek to deliver 32,000 homes by 2025. This area has been identified as being suitable for new homes and the development would deliver a new type of accommodation product which would support the diversification of the City's housing offer with a wide range of accommodation types in order to meet the full breadth of the target market and provide a range of living options that people can move around according to their particular life circumstances at any one time. This would therefore appeal to a range of occupiers.

A number of other issues are set out in the Executive Reports are addressed elsewhere in the report, The applicant has confirmed that Council Tax will be paid for the entire development and this will form part of the Legal Agreement.

The structural would allow the building to be converted at a later date into traditional apartment layouts if required. Internal walls could be removed without compromising the structural integrity of the overall building.

To facilitate this re-purposing the facade would require minor reconfiguration to ensure each apartment is provided with sufficient light and ventilation but the overall external aesthetic would not need to alter. The common corridor in both the current and adapted layouts would remain in the same location. This would allow for all services to be transferred within the ceiling voids within the common services corridors in both situations and negate the need for any additional service risers.

Effective Management

The applicants have agreed that the accommodation would be operated under a long term management platform including a single management and lettings entity across the whole development and the details of this would be secured through a Legal Agreement.

The legal agreement would also control the length of tenure of the non space standard compliant rooms to ensure that they were not occupied as permanent residencies.

Viability and affordable housing provision - The level of affordable housing in a development should reflect the type and size of the scheme as a whole and take into account factors such as an assessment of a local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, provide a lower proportion of affordable housing, vary the mix of affordable housing, or a lower commuted sum, where a financial viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20% or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 806 bed spaces in a mix of shared apartments and studios. The delivery of new homes is a priority for the council. The proposals would develop brownfield sites that makes no contribution to St Johns and develop a high quality scheme. All shared apartments which could be permanent residencies 620 bed spaces would comply with the Residential Quality Guidance and provide public realm and shared amenity spaces for occupiers and the wider community. These matters have an impact on viability.

A viability report has been made publicly available through the Councils public access system which demonstrates that the scheme is viable but cannot make a contribution to the provision of affordable housing. This has been independently assessed on behalf of the Council and its conclusions are accepted.

Residential development Size of units

Demand for rented accommodation has grown and this has seen a rise in a professionalised rental accommodation which is institutionally owned and managed as a long term asset. It is known generally as 'Built to Rent'. The co-living accommodation would be well managed with a focus on customer experience. The level of amenity would distinguish it from traditional apartment schemes. A key component would be the amenity space. A Legal Agreement would require details of a management strategy and lettings policy for the apartments and a management strategy for the public realm to ensure that an attractive neighbourhood is created. .

TALL BUILDINGS

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

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. At 36 storeys, the proposed development is considered to be a tall building and as such the proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in Historic England's Advice Note 4 Tall Buildings (December 2015), which updates the Guidance on Tall Buildings Document published by English Heritage and CABE.

Manchester's Guide to Development SPD states that the Council "would require any such proposals to be presented in context of the CABE and English Heritage (Historic England) guidance for assessing tall buildings. The proposals are also assessed against the Manchester Core Strategy Policy EN2 on Tall Buildings.

The site is within the Castlefield Conservation Area and is, for the most part, used for surface parking. The tower would be consistent with the regeneration taking in the broader area. Its size and scale would provide a strong contrast to the nearby listed buildings and structures and other non-designated heritage assets which have a more linear form. The tower would become a landmark element at the western gateway to the City Centre and would form part of an obvious and identifiable cluster should other schemes in the immediate vicinity be developed. It would relate to other tall buildings across the city, such as the Beetham Tower and this would have a positive impact on the wider city panorama in short-range and long-range views.

Townscape and Visual Impact Assessment

A Townscape and Visual Impact Assessment has examined its impact and assesses this in isolation and cumulatively alongside other tall buildings that are proposed or consented. Computer generated images show the impact of the proposal on a series of agreed views and the surrounding townscape. The proposal would affect a wide area although as it is on the south western edge of the City Centre, it would not impact on the entire City Centre.

The development of St Johns should transform the character of the area in a major and largely beneficial way. The proposal would make a significant impact, transforming the skyline and the streetscape. The area would become more open and permeable and public space would increase significantly. Key buildings of heritage significance within the wider Masterplan would be retained and enhanced. The net effect on the character of this area is considered to be major beneficial.

Castlefield is of historic significance and is of high townscape quality, containing many listed buildings and structures of historic significance. Castlefield is also a popular residential area and attracts many visitors. It is therefore sensitive.

The Heritage Statement appraises the heritage significance of the identified views and the potential visual impact on individual assets and the view as a whole. The viewpoints were agreed with Historic England as a basis for the heritage visual impact assessment.

The Heritage Statement acknowledges that there is much capacity for change within the area, given the low contribution that existing buildings make to the character of the Castlefield Conservation Area. It also acknowledges that the proposal would enhance the architectural and urban qualities around the sites.

The visual impact assessment has demonstrated that the proposal would have both adverse and beneficial impacts on the historic built environment. Out of the 10

viewpoints assessed, there was, 4 instances of minor adverse impact; 1 negligible adverse; 4 neutral and 1 negligible beneficial. Adverse impacts relate to the visual impact on the understanding and appreciation of the setting to the east end of the MOSI complex (Grade II Lower Byrom Street Warehouse) and views along St Johns Street (Grade II terraces). However, it would not affect the character and appearance of the Castlefield Conservation Area or any other designated areas.

This is a reduced assessed impact from the approved development on-site. Principally, this is because Historic England Guidelines have changed since the original applications were approved. The 2016 Heritage Statement evaluated the potential impact of T1 & T2 collectively in line with HE's then adopted Guidance on 'Seeing history in the view' (2011). This methodology has been discontinued by Historic England as a useful test of visual heritage impact and replaced with 'Historic Environment Good Practice Advice in Planning: 3 (2nd Edition, December 2017)'. The revised guidance makes clear that the 'heritage interest' in views is a matter of the contribution of views to the significance of heritage assets, and in allowing that significance to be appreciated. The current proposals have been assessed using the up-to-date guidance methodology.

The apparent change in effects in some viewpoints represents the use of the updated Historic England 2017 assessment of 'setting' methodology to determine the indirect heritage impact rather than the change to the view. Under this up-to-date analysis, the change to the experience and appreciation of the identified heritage assets are not significantly changed or diminished by the development, despite its addition to the background of the streetscape compositions.

There are also material changes to the proposals and the baseline which have been taken into account. The surrounding area has changed considerably since 2016, particularly with the now under construction Factory development and Manchester Goods Yard, which change the baseline development and heritage context of the sites, and has thus changed the significance of effect. The scale and materiality of the development has changed, which has in some cases resulted in a demonstrable change in visual impact upon the character of the surrounding area and the setting of heritage assets.

Beneficial impacts on the character and appearance of the Castlefield Conservation Area include:

- Beneficial impacts to the streetscape along Water Street and Lower Quay Street, and the lower part of Quay Street;
- Enhancement of the pedestrian environment which will encourage activity along Water Street; and
- Enhancement of the River Irwell along its Manchester bankside at this important gateway into the city.

The overall impact of the proposal would alter but not diminish the intrinsic heritage values of the identified heritage assets or the experience and approaches of the designated Conservation Areas to any appreciable degree. Consequently, it is considered that the proposals will not result in "harm" as defined within the NPPF..

When assessing the impact of development within the setting of a Listed Building a key consideration is whether or not the impact seriously affects an important element of its "special architectural or historic interest". This impact could include its setting.

It is the degree of harm to the asset's significance rather than the scale of the development that has to be assessed. As the proposal does not physically impact on the identified heritage assets or detract entirely from key views of them, the level of harm would be less than substantial.

There can be no doubt that new development is required in this part of the conservation area and this part of the city centre. The proposal is consistent with agreed regeneration priorities and would make a positive contribution to local character and distinctiveness in accordance with the requirements of the NPPF, paragraph 131.

The proposal would support the aims of the Core Strategy as it would: bring an underused City Centre site at a key gateway location back into active use; be located in a highly sustainable location with excellent access to public transport and employment, leisure and retail opportunities in the city centre; deliver much needed high quality residential and office accommodation; be of a high quality; improve public realm; and, provide active ground floor uses.

In terms of cumulative effects, in the context of other nearby tall buildings the proposal would create a negligible or no change value.

The Architectural Quality of the Building



The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures has to be considered.

The tower would be the first impression of area for many people. It has a simple, repetitive design which would relate well to other tall buildings within the area and would contribute to the cluster of tall buildings associated with St John's and the City Centre. It would be seen in the context of other tall buildings across the city including, Beetham Tower, Great Marlborough Street, Portland Tower and CIS tower and would have a strong relationships with the other tall buildings proposed within St John's.

The building has been designed to be read alongside T1 and appearance and size of both towers is similar. T2 would have a grid that would be expressed over an inner solid box. The grid is a silver - grey metallic colour and the black core is a combination of back-painted glass spandrel panels, solid matt black painted aluminium panels, matt black painted aluminium louvres and clear glazing. The top of the grid would be extended above the roof line with black vertical blades infilling between the silver-grey columns to express the crown. A block of the black "box" is exposed at the top of the north side of the building to balance the elevation with the exposed ground and first floor "box" on the south side. The dark contrast building core is exposed at the ground and first floors at the south end of the building that looks out on to Festival Square to give it visual prominence.

Historic Environment

A detailed Heritage Impact Assessment sets out the impact of the scheme on a range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission which would affect it.

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

Any harm caused to heritage assets has to be considered against the public benefits that would be delivered as set out in the NPPF (paragraph 134). The proposal would be an early phase of the regeneration of the St Johns and would fully utilise a previously developed site, delivering a high quality building within a priority regeneration area. The development would provide housing in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment.

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

Manchester is a constantly evolving city and the juxtaposition of old and new buildings is part of this. Part of the City's historical evolution has been its regeneration and re-invention and this forms part of its modern day incarnation. The proposed scale and materials have been carefully considered to ensure that whilst the setting of a number of heritage assets is changed, it is not harmed.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of Section 66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

In addition for the reasons set out above the proposal 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.

Credibility of the Design

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

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

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

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

Relationship to Transport Infrastructure

The site has excellent transport infrastructure including roads, footways, cycle routes, bus, Metroshuttle, rail and tram. The site is within 500m of Salford Central and Deansgate stations which have been upgraded as part of the Northern Hub programme. This has enhanced the capacity of the stations, improving frequency and journey times of services and creating improved passenger experience. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance. The Metroshuttle service operates from Lower Byrom Street and Deansgate.

There are good pedestrian links to the wider City Centre with a wide range of amenities within a 10 minute walk. The Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the site.

Sustainability

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

The proposed building achieves a 10.7% improvement against Part L1A 2013 (for the residential areas) on carbon emissions, equating to a 19.7% improvement against Part L1A 2010 (for the residential areas), exceeding policy requirements.

The proposed building achieves a 20% improvement against Part L2A 2013 (for the commercial areas) on carbon emissions, equating to a 26% improvement against Part L2A 2010 (for the commercial areas), exceeding policy requirements.

The proposed energy strategy will provide a number of benefits in terms of energy efficiency, deliverability and viability of the scheme as a whole. The advantages of the proposed electric heating option for the residential accommodation include being able to take advantage of a decarbonised National Grid. The UK government is committed to reducing the country's emissions and has legislated to do so within the Climate Change Act. As the UK's grid becomes less carbon intense over time the carbon emissions associated with full electric heating will become less.

Enhanced fabric measures. The building achieves an 8.79% improvement on Building Regulations Part L1A 2013 Fabric Efficiency.

The floorplans are designed to allow future adaptation to Use Class C3 Residential providing longevity and adaptability of use.

No car parking is provided. 412 secure cycle spaces will be provided, together with 12 on-street spaces. The site's city centre location with access to local amenities, employment opportunities and entertainment, and proximity to transport hubs such as Deansgate Railway and Metrolink stations and Salford Central Station will enable a low carbon, sustainable lifestyles. The Travel Plan will encourage use of alternative modes of transport.

Home working options are supported by the generous co-living dimensions, good levels of natural daylighting and on-site co-working accommodation.

Integrated white goods will have as a minimum an A+ energy rating.

The glazing proportions, ventilation system and solar control glazing are designed to optimise solar gains within the building yet limit the propensity to overheat. Thus, these dwellings do not require active cooling which further limits the energy demand of the development. Analysis of overheating will be undertaken to further refine the dwelling specification, further into the development cycle.

The lighting provision within the common areas will include active sensors.

Water efficiency measures (such as dual flush toilets, flow restrictors and reduced volume baths) will limit potable water demand to <105litres/person/day. This will reduce water heating energy loads and also cut the process energy required to supply clean drinking water.

During occupation, the building will benefit from recycling facilities to enable the local authority waste reduction targets, diverting more materials away from landfill and reducing the occupants' carbon footprint further.

Construction impacts will be minimised through the Construction Management Plan, notably through: operation of an Environmental Management System; adoption of responsible construction management practices, including registration with the Considerate Constructor Scheme and implementation of pollution prevention policies; monitoring of construction site energy and water consumption; waste minimisation to reduce raw materials demand, thereby reducing the building's embodied carbon footprint; recording of CO₂ emissions associated with construction site vehicles (deliveries and waste removal); and, implementation of a Sustainable Procurement Plan to ensure key materials are responsibly sourced.

Archaeology

An Archaeology Desk-Based Assessment has established the nature and significance of the archaeology within the area and assess the impact of the development. There are no sites of potential archaeological interest that have statutory designation, and are not therefore considered to necessarily merit preservation in-situ.

Nine non-designated sites of archaeological interest could survive as buried remains, but others are likely to have been destroyed or damaged entirely during development in the 20th Century. The nine remaining sites are all considered to be of local / borough importance. Should well-preserved remains survive as buried remains, they may merit preservation by record, where they would be directly affected by development.

Any recording would be decided by the Greater Manchester Archaeological Advisory Service, as archaeological advisor to the City Council. This could involve the excavation of a series of trial trenches to establish the absence or presence of buried remains.

The Grade II Listed Manchester and Salford Junction Canal Tunnel structure sits partially underneath the annexe to the Granada HQ Building, which is located adjacent to the site but outside of the application boundary. This tunnel section of the canal is listed because of its use in World War II as an air raid shelter.

Beyond the tunnel section, the Canal ran under the application site and connected into the existing canal lock and River Irwell. The canal is now infilled but access to the tunnel would be retained as part of the Manchester Grande scheme.

This proposal does not affect the listed element of the canal tunnel and the impact on its setting is considered to be negligible. If the remains of a section of the underground canal do survive it could be of local/borough significance. An appropriate scheme of archaeological investigation should therefore be agreed with

Greater Manchester Archaeology Advisory Service) to establish the presence of buried remains. Should significant remains be found which would be damaged or destroyed, further excavation work in advance of development may be appropriate to ensure an archival record is compiled prior to their loss. It is not considered that their loss would warrant preservation in-situ.

It has been suggested that the canal should be re-instated but it is not considered to be of most significance and it does not warrant preservation in situ. The potential to re-instate it as a working canal has been assessed as part of the Masterplan but this is not considered to be practical. It is necessary to achieve a quantum and layout of development in order to regenerate this area and maximise its contribution to the city going forward. The proposed footprint and in particular the basement car parking is critical to the overall delivery of St Johns. The form of the development including the creation of a tight-knit, dense urban grain reflects the history of the City and allows the delivery of significant amounts of new public realm and cultural development.

The largest of the former ITV studios sits in place of the portal where the underground section once emerged into the open, effectively rendering reconstruction of the canal route impossible without demolition of the studio. The studio has significant heritage merit and a key strategy of the Masterplan is to retain it and bring it back into use.

There is an opportunity to provide improved public access to the Grade II Listed canal tunnel and access is retained through the OGS proposals. This would protect any future use of the tunnel, for example for public tours, events, or any other use.

The Masterplan includes the refurbishment of the canal lock adjacent to the River Irwell, to create a vibrant new riverside place and the Riverside schemes present an opportunity to deliver this enhancement of a currently underutilised piece of public realm. There are also opportunities to acknowledge that part of the canal which no longer exists through appropriate references the public realm.

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

Contribution to Public Space and Facilities



The proposals would deliver significant enhancements to Water Street, where surface car parking would be replaced by ground floor uses that provide activity and animation.

The public realm would create a sense of place for residents and visitors alike providing places to meander and relax by the river. Access to the river edge and to the canal basin is down a series of wide angled steps, and ramps are included for disabled access. The materials would create a distinctive character and an informal feel.

Water Street would have a number of traffic calming measures and landscaping treatment to ensure residents to maintain permeability across the site towards the River Irwell. Shared surfaces will be introduced where possible to reduce vehicle speeds.

The proposed public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the St Johns area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

The site-specific design proposals consider the existing change in level between Water Street and the River Irwell and the need to maintain a consistent building ground floor level in order to mitigate potential flooding. This results in a plinth to the south and west elevation which forms an external terrace to the ground floor units. The southern plinth includes a grove of new trees within an area of soft landscape. The western plinth forms the edge of the new riverside footpath which extends from Factory Square along this section of the river. Public realm proposals to the existing canal basin include works to overcome existing changes in level and create an accessible ramp leading from the development to the lower area of the canal

basin. A balustrade is provided along the river walkway wall to provide safe environment for pedestrians using the space.

Also included in this area are steps and terraces that front the lower section of the canal basin. Tree planting as part of the development would mitigate against wind impacts along Water Street. 40 trees are proposed as part of the public realm which are mainly concentrated to the southern and northern areas of public realm.

Environmental Issues

(a) Sunlight / Daylight / Solar Dazzle

A Sunlight, Daylight and Overshadowing study assesses the impact of the proposals on the levels of daylight and sunlight to the surrounding windows including those at apartment and hotel buildings in the context of BRE guidance. The assessment considers the T2 Tower as well as the T1 tower and St. John's Place tower. The potential effects of overshadowing have also been considered in respect of the adjacent outside amenity space including balconies.

BRE is generally accepted as the industry standard and is used by most local planning authorities to assess the impact on sunlight, daylight and overshadowing. However, BRE is based on a sub-urban setting equivalent to the light available over two storey houses across a suburban street and no guidance is given as to suggested daylight and sunlight levels in city centres.

Of the 1229 windows tested, 93% comply with BRE recommendations. 50 (5%) fail marginally, 25 (2%) are reduced moderately. 5 have been reduced substantially. The majority of the windows moderately or substantial decreases are within the Marriot Hotel. 7 windows are located within residential properties, at Salford Central New Bailey Block A7 and 10-18 Leftbank

In terms of daylight distribution within rooms, 572 (97%) of the 590 rooms tested meet with the BRE Guidance. 18 room within the Marriott Hotel has the daylight reduced slightly below the guidance. 18 rooms within the Marriot will experience a minor reduction below BRE Guideline standards.

830 (97%) of the 857 windows assessed for sunlight impacts will meet the BRE Guidelines recommendations for Annual Probable Sunlight Hours (APSH). In the Marriot Hotel, 3 windows will experience minor impacts, and 9 will experience moderate effects. In Salford Central New Bailey Block A7, 4 windows will experience minor impacts and 5 will experience moderate impacts. In Salford Central New Bailey Block A6, 6 windows will experience minor impacts.

Overall, the impact on daylight and sunlight to the surrounding properties is less than would be expected in a typical city centre high rise development.

(b) Wind

A Wind Microclimate report has been carried out using wind tunnel testing of a physical scale model combined with long-term wind statistics from Manchester Airport, corrected to apply at the Site, to provide a detailed assessment of pedestrian level wind conditions in and around the site, in accordance with the industry standard Lawson criteria for pedestrian comfort and safety.

Baseline wind conditions are marginally unsafe for general public and are slightly windy, in terms of pedestrian comfort, for leisurely strolling at the junction of Water Street and the access road to Manchester Goods Yard, due primarily to accelerated winds emanating from the consented St John's T1 development. Otherwise, conditions are safe.

The Proposed Development is more exposed, but better orientated, to the most frequent extreme winds from the west-south-west and west. The landscaping and localised building features have therefore been developed to help alleviate resulting accelerated pedestrian level winds.

With these measures implemented, pedestrian level wind conditions are unsafe for the general public across the access road and onto Water Street and at the southwest corner of the St John's T1 site. Conditions are improved at the junction of Water Street and the access road to Manchester Goods Yard. Otherwise, conditions are safe for all users. However, these effects consider the consented St John's T1 which is unlikely to proceed and would require further development of the associated landscaping proposals if it did. The proposed Union T1 development represents a more likely scenario and an integrated solution could be developed. If this were to be necessary. Further tests demonstrate that site wide landscaping at St John's could further alleviate winds such that effects on pedestrian safety are negligible.

With the introduction of the proposed Union T1 and consented future surrounding developments, the proposal is sheltered from key wind directions and current landscaping proposals ensure that pedestrian level conditions are safe.

No significant additional construction effects over and above those for the completed Development are expected.

(c) Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. A condition would be attached to any consent granted which requires that the developers adopt a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

(d) Noise

An environmental noise survey has been undertaken which has established the existing noise levels from road traffic, pedestrians and other significant noise sources in the area. It establishes maximum sound pressure levels and sets out measures to ensure that they are met. All plant would be insulated and insulation to the development would ensure suitable levels of noise ingress and egress. Therefore, no significant residual noise effects are expected directly as a result of the proposal.

Some impacts would occur during the construction phase but these would be temporary, appropriate mitigation measures would be implemented. Once the development is operational, noise associated with servicing would be mitigated through time restrictions to protect amenity. It is therefore considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation

measures in place, the operation of the tower would not have an adverse impact on surrounding uses.

(e) TV Reception

A TV Reception survey has highlighted a potential impact zone for terrestrial television reception around the old Granada Studios site and the Museum of Science and Industry. This could affect a number apartments and commercial properties. A number of mitigation measures are identified to remedy this including, but not limited to :

- Change of aerial type to one most suited to the type of interference being received.
- Re-siting of the television aerial to a position on the property where interference is reduced or not present.
- Increase or decrease of aerial height.
- Installation of masthead amplification to improve television signal strengths being received.

There should be no impact on satellite television reception.

A condition is recommended to address this issue and ensure that any appropriate and necessary action is taken.

(f) Waste

Most of the service vehicles accessing T2 would be at restricted times to avoid periods of high pedestrian activity. Most deliveries are expected to be made by vans. The servicing and waste collection arrangements would comply with the City Councils Waste Storage and Collection Guidance for New Developments. A private waste operator would collect waste on a regular basis with the management company ensuring that the internal and external areas are kept clean.

Residents within T2 would use waste chutes from a waste lobby on each floor using colour coded buttons depending on which type of waste is to be deposited. There would be three waste streams with an automated tri-separator to segregate waste and these would be colour coded to help management and compliance. The waste streams expected are as follows:

- General Refuse (including food waste);
- Mixed dry recyclables Mixed Glass; Plastic Bottles; Foil, Food Tins; Drink Cans;
- Pulpable Mixed Paper and Card.

The building managers would monitor the waste accumulation and call the waste operator as necessary. Given the scale and nature of development, it is possible that several refuse collections would be made per day.

The residents would move their waste to the basement bin stores containing four waste streams. The frequency of collection for live/work and workspace waste is 3 times per week.

Sustainability

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

The proposed building achieves a 13.46% improvement against Part L1A 2013 on carbon emissions, equating to a 22.46% improvement against Part L1A 2010, exceeding policy requirements. The strategy provides benefits in terms of energy efficiency, deliverability and viability. The advantages of the electric heating option for the residential would take advantage of a decarbonised National Grid.

The building achieves an 8.41% improvement on Building Regulations Part L1A 2013 Fabric Efficiency. The design incorporates a passive building specification, intended to avoid cooling requirement. Analysis of overheating will be undertaken to further refine the dwelling specification, further into the development cycle;

The glazing proportions, ventilation system and solar control glazing are designed to optimise solar gains yet limit the propensity to overheat and the dwellings do not require active cooling. The lighting in the common areas will include active sensors. The fit-out would minimise water demand. Water efficiency measures (such as dual flush toilets, flow restrictors and reduced volume baths) will limit potable water demand to less than 105 litres / person / day. Integrated white goods will have as a minimum an A+ energy rating.

Waste minimisation during construction will raw reduce materials demand, thereby reducing the building's embodied carbon footprint; and during occupation, the building will benefit from recycling facilities to enable the local authority waste reduction targets, diverting more materials away from landfill and reducing the occupants' carbon footprint further. Construction impacts will be minimised through the Construction Management Plan, notably through: operation of an Environmental Management System; adoption of responsible construction management practices, including registration with the Considerate Constructor Scheme and implementation of pollution prevention policies; monitoring of construction site energy and water consumption; waste minimisation to reduce raw reduce materials demand, thereby reducing the building's embodied carbon footprint; recording of CO2 emissions associated with construction site vehicles (deliveries and waste removal); and, implementation of a Sustainable Procurement Plan to ensure key materials are responsibly sourced

The site benefits from excellent public transport links and the cycle provision contributes to the sustainability of the proposal.

Flood Risk and Drainage

A Site specific Flood Risk and Drainage Assessment demonstrates that the proposal would address the Manchester-Salford-Trafford Strategic Flood Risk Assessments (SFRA). It confirms the key mitigation measures required and that a separate foul and surface water system would be retained as a private network.

The site is fully developed and supported by drains/sewers which discharge unrestricted into the surrounding Adopted Sewer Network. The site is within a Critical Drainage Network as defined in the Manchester City Council Strategic Flood Risk Assessment (SFRA, which requires an overall reduction in peak discharge rates of 50% (comparing existing peak flows to the proposed peak flows).

The preferred drainage strategy involves draining to the River Irwell: A separate surface water drainage network would need to be installed to serve the whole of the St John's development, which this development plot would connect into. The discharge into the River Irwell would be un-restricted; as such no attenuation is required within the plot boundary.

Ground Conditions

A Phase 1 Site Assessment has been undertaken which concludes that in general, and with reference to the historical use of the site, the likelihood of existing soils and groundwater acting to serve as sources of contamination is considered to be low. Considering the historic uses of the site and the nature of these sources, potential contamination is expected to be generally dispersed, with localised contamination possibly related to its former use as a wharf. On this basis, a non-targeted sampling strategy is recommended in order to obtain sufficient coverage of the site.

Ecology, Tree and Green & Blue Infrastructure

An ecological appraisal has demonstrated that the development would provide an opportunity to secure ecological enhancement for fauna typically associated with urban areas such as breeding birds and foraging bats. It would create public realm and provide a better environment for pedestrians. The public realm would extend to the river Irwell, and the canal inlet neighbouring the V&A hotel.

The green areas would provide a green link and stepping stone to nearby parks such as St John's Gardens, and creates views of the River Irwell. Tree planting is proposed within the public realm

The supporting ecological appraisal has demonstrated that the development at the site is feasible and acceptable in accordance with ecological considerations and the National Planning Policy Framework. Redevelopment at the site will provide an opportunity to secure ecological enhancement for fauna typically associated with urban areas such as breeding birds and foraging bats.

The proposals accord to the vision by creating new public realm with increased representation of green areas to provide more welcoming and pleasant environments for pedestrians. The new public realm and green infrastructure areas will merge into and augment the existing infrastructure resource in the area, principally the public space amenity area outside the currently under construction Factory

Crime and Disorder - The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues

A desk-based assessment to establish the significance of the below-ground archaeological resource has been undertaken and concludes that the proposed development area has some potential to contain buried remains of archaeological interest dating to the 18th and 19th centuries, including elements of an 18th-century warehouse, late 18th-century workers' housing, and a section of the Salford Junction Canal and associated water- management infrastructure. A Written Scheme Investigation in consultation with Greater Manchester Archaeological Advisory Service (GMAAS), has been submitted detailing an appropriate scheme of archaeology investigation this includes a 'strip and record' excavation of the northern part of the site to allow the extent of the foundations of former buildings of potential archaeological interest to be established.

Access – All apartments will meet Building Regulations Part M4(1), - Visitable dwellings, and requirements for accessibility for all visitors in DFA2. Entrances would be flush and step free. On site 24 hour management would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required. Within the car park Low level bike stands would be provided. The external lighting would ensure that routes are adequately lit during daylight hours and after dark. Trees and furniture would be located and designed to keep pedestrian routes free from hazards.

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Construction Management – Measures would be put in place to minimise the impact 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. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Socio- Economic Impacts / Human Health - During the construction phase, approximately 350 full time equivalent (FTE) (including supply chain) jobs would be created at the site.

Local expenditure would also increase during the construction phase as construction workers use of local facilities. On completion the site could accommodate up to 806 people. The expenditure by residents should have a positive economic impact and help to sustain the economic viability of local services and facilities

Approximately 35 direct FTE jobs would be required to run the development. This is in addition to indirect supply chain jobs. This job creation is considered to result in a permanent, minor beneficial effect on the local economy. There are 10 GP surgeries

and 6 dental surgeries within one mile of the Site who are accepting new NHS patients. It is considered that the majority of the additional demand could be absorbed by the existing healthcare facilities.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend.

Climate Change adaptation and mitigation and minimising embodied carbon have been central to the design development. Benchmarking of Embodied Carbon would inform the next stages of design and inform decisions about, building sub-structure, superstructure and façade and minimise construction waste.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

The majority of journeys should be by public transport and active modes, supporting the climate change and clean air policy. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals would include measures which could mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community.

In particular, the proposal would:

- Seek to maximise social interaction amongst residents;
- Would create a destination for the local community within the ground floor health & wellbeing centre and café and extensive public realm;
- Promote regeneration in other areas of the City Centre and beyond;
- Not harm the natural environment and reduce carbon emissions through design. The local labour agreement would provide job opportunities for local people.
- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents;

- improve linkages between the City Centre and increase the attractiveness of routes within St Johns for pedestrians;
- Provide access to services and facilities via sustainable transport;
- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not have a detrimental impact on protected species;
- Would regenerate previously developed land with limited ecological value in a highly efficient manner; and

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

Management Strategy

A full Management Strategy has been prepared by the applicant.

The Applicant will operate the 'T1' and 'T2' proposals under a joint 'Union' concept. The Applicant has significant experience operating and managing residential brands, including Build-to-Rent, PBSA and serviced apartments.

All spaces will be managed by on site teams to allow residents of all spaces to be comfortable, flexible and enjoy a community feel. Union will benefit from 24/7 management, servicing and security from a team of up to 15 employees. All Union staff, from Residence Managers, Front of House to Housekeepers, will be direct employees of Vita Group and will be trained and nurtured in developing their careers within the organisation. This allows high level of quality control. KPIs are applied by the Applicant, aimed at making the customer experience the very best it can be. Feedback is constantly sought from residents through Union App, allowing levels of service and facilities offered to constantly evolve and improve. Training will be given in first aid, fire management, and major incident management to all employees in addition to other safety training as required.

RESPONSE TO CONSULTATIONS

In relation to the issues raised by consultees, these have been addressed in the body of this report.

The proposed development accords with the provisions of the regeneration framework for St Johns, and the details are considered acceptable, subject to the imposition of appropriate conditions.

Legal Agreement

Any Planning Permission would be subject to completion of a Section 106 Legal Agreement the Heads of Terms of which have been outlined above but include restrictions on the length of occupancy / tenancies within the studio units. In terms of the Management Agreement this would be based on the submitted Residential Management Strategy which sets out the managerial practices and procedures that would be implemented.

Covid 19 Potential Impact on Co-Living Developments

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

CONCLUSION

The proposal would deliver the vision, objectives and development principles of the St Johns SRF including place making and public realm and would help to establish a new City Centre destination.

The proposals would deliver a sustainable, high density, high quality development at an accessible price point within an area of employment growth.

The proposal is consistent with Development Plan policies as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004

The proposals would be consistent with GM Strategy's key growth priorities and would deliver a high quality building and regenerate a poor quality site. The site can accommodate a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Listed Mill Buildings, or the Castlefield Conservation Area..

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and

environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

Subject to the S106 agreement the development would be consistent with the Core Strategy, saved UDP policies and 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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **APPROVE**, subject to a s.106 covering occupancy, long-term management, payment of Council Tax, reduced rental provision and waste management.

Article 35 Declaration - Officers have worked with the applicant in a positive and pro-active manner to seek solutions to issues arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application. There have also been ongoing discussions about the development to secure an appropriate mix and size of unit types to align with emerging co-living policy and MCC Housing policy, responses to consultee comments, details of public realm in relation to the waterside frontages, and the scope and heads of terms of the S106 agreement which would support the determination of this application.

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

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

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

Plans

6548-P-B500-XP-00-001 – REV A - EXISTING LOCATION PLAN, showing site edged red

6548-P-B500-XP-00-002 – REV A - EXISTING SITE PLAN

6548-P-B500-XP-00-003 – NO REV - EXISTING SITE PLAN: T1 & T2 SITE BOUNDARIES

6548-P-B500-A-001 – REV A - TYPICAL FAÇADE DETAILS LEVEL 00

6548-P-B500-A-011 – REV A - TYPICAL FAÇADE DETAILS LEVEL 01

6548-P-B500-A-021 – REV A - TYPICAL FAÇADE DETAILS TYPICAL APARTMENT LEVEL

6548-P-B500-A-051 – REV C - TYPICAL FAÇADE DETAILS ROOF LEVEL

6548-P-B500-E-E – REV C - EAST ELEVATION

6548-P-B500-E-E-001 – REV C - PROPOSED CONTEXTUAL EAST ELEVATION

6548-P-B500-E-N – REV C - NORTH ELEVATION

6548-P-B500-E-N-001 – REV C - PROPOSED CONTEXTUAL NORTH ELEVATION

6548-P-B500-E-S – REV C - SOUTH ELEVATION

6548-P-B500-E-S-001 – REV C - PROPOSED CONTEXTUAL SOUTH ELEVATION

6548-P-B500-E-W – REV C - WEST ELEVATION

6548-P-B500-E-W-001 – REV D - PROPOSED CONTEXTUAL WEST ELEVATION

6548-P-B500-P-00 – REV A - LEVEL 00 GA PLAN

6548-P-B500-P-00-001 – REV A - LEVEL 00 PROPOSED SITE PLAN

6548-P-B500-P-01 – REV A - LEVEL 01 GA PLAN

6548-P-B500-P-05 – NO REV - LEVEL 05 GA PLAN

6548-P-B500-P-B1 – REV A - LEVEL B1 GA PLAN

6548-P-B500-P-B2 – REV A - LEVEL B2 GA PLAN

6548-P-B500-P-LRF – REV C - LOWER ROOF LEVEL GA PLAN

6548-P-B500-P-URF – REV C - UPPER ROOF LEVEL GA PLAN

6548-P-B500-P-M – REV A - MEZZANINE LEVEL GA PLAN

6548-P-B500-P-TYP-001 – REV B - LEVEL 02-04 GA PLAN

6548-P-B500-P-TYP-002 – REV B - LEVELS 10-12, 17-19, 24-26 & 31 GA PLAN

6548-P-B500-P-TYP-003 – NO REV - LEVELS 06-09, 13-16, 20-23 & 27-30 GA PLAN

6548-P-B500-S-AA – REV C - SECTION AA

6548-P-B500-S-BB – REV C - SECTION BB

6548-P-B500-XS-E-001 – REV A - EXISTING SITE SECTION EAST

6548-P-B500-XS-N-001 – REV A - EXISTING SITE SECTION NORTH

6548-P-B500-XS-S-001 – REV A - EXISTING SITE SECTION SOUTH

6548-P-B500-XS-W-001 – REV A - EXISTING SITE SECTION WEST

6548-A-Z100-A-001 – REV M - AREA SCHEDULE

SJQ-702-EXA-XX-L00-DR-L-000100 Rev A – TOWER 2 GENERAL
ARRANGEMENT
SJQ-702-EXA-XX-L00-DR-L-000500 – TOWER 2 ILLUSTRATIVE SECTIONS

Documents

- Design and Access Statement, prepared by Denton Corker Marshall dated March 2020 (Reference 6555-D-2-001 – REV C);
- Planning and Tall Building Statement, prepared by Deloitte Real Estate dated April 2020;
- Statement of Community Consultation, prepared by Deloitte Real Estate dated March 2020;
- Environmental Standards Statement, prepared by Futureserv dated March 2020 (Reference P6816-17.0-FS-MEP-003);
- Energy Statement, prepared by Futureserv dated March 2020 (Reference P6816-17.0-FS-MEP-001)
- Phase 1 Preliminary Site Assessment, prepared by Curtins dated 12 July 2016 (Reference B061559.010/JJ/6925);
- Transport Statement, prepared by Vectos dated March 2020;
- Travel Plan Framework, prepared by Vectos dated March 2020;
- BREEAM Pre-Assessment Report Rev A dated March 2020
- Archaeology Desk Based Report V1.1 dated November 2016, Written Scheme of Investigation, prepared by Salford Archaeology dated 15 March 2018 and supporting letter dated 10 March 2020;
- Ecological Survey and Assessment prepared by ERAP (dated November 2016 Reference 2016-350) and cover letter dated 28 February 2020;
- Crime Impact Statement, prepared by Greater Manchester Police;
- Flood Risk and Drainage Summary, prepared by Curtins dated 18 March 2020 (Reference 071297-CUR-00-XX-RP-C-92001-V03) and St Johns Masterplan Drainage Strategy V2 prepared by Curtins dated 1 May 2019 (Reference SJQ099-CUR-00-XX-RP-C-92001)
- Waste Management and Servicing Strategy, prepared by Vectos dated March 2020;
- Television and Radio Impact Survey, prepared by G-Tech Surveys dated 24 March;
- Ventilation Strategy, prepared by Futureserv dated March 2020 (Reference P6816-17.0-FS-MEP-002);
- Facilities Management Strategy, prepared by VITA dated March 2020;
- Broadband Connectivity Assessment, prepared by G-Tech Surveys dated 24 March 2020; and
- Local Labour Agreement, prepared by BAM

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

3)

a) Prior to the commencement of the development, other than enabling works comprising, piling and construction of the sub structure, a programme for the issue of samples and specifications of all material to be used on all external elevations of the

building shall be submitted to and approved in writing by the City Council, as local planning authority.

b) Samples and specifications of all materials to be used on all external elevations to include jointing and fixing details and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

4) a) No development shall commence, other than enabling works comprising piling and construction of the sub structure, unless and until a programme for the issue of samples and specifications of all hard landscape materials, including seating and other items of street furniture together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

b) Samples and specifications of all hard landscape materials shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

c) The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

d) The approved scheme shall be implemented not later than 12 months from the date the building is first occupied.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

5)

5) a) No part of the development, other than enabling works comprising piling and construction of the sub structure shall commence until soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of all planters together with full details of all planting arrangements, including trees.

b) The approved scheme shall be implemented not later than 12 months from the date the development is first occupied.

c) 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 and DM1 of the Core Strategy.

6) Full details of all external seating areas within the development shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor flexible commercial space to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation.

Reason - In the interests of visual amenity, and to safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site, including Water Street, shall be submitted to and approved in writing by the City Council as local planning authority.

All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

8) The development shall be carried out in accordance with the Crime Impact Statement. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason -

9) The flexible commercial space shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

11) Before first occupation of the building full details of a Management and Maintenance Strategy for the external areas of the development, including planting arrangements, boundary treatments, furniture and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

12) The development hereby approved shall include a lighting scheme for the development, including the illumination of any part of the building and all areas of public realm during the period between dusk and dawn.

Full details of such a scheme, including lighting columns and fittings, level and type of illumination, and how the impact on occupiers of nearby properties will be mitigated, shall be submitted to, and approved in writing by the City Council as local planning authority before the lighting scheme is implemented. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The approved scheme shall be implemented in full before any part of the development is first occupied.

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

13) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure appropriate ventilation in the form of internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties. Alternative ventilation including carbon or water filters will be required if extraction is to be provided at the ground floor level.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Core Strategy Policy DM1

14) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a Water Safety Management Plan and a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works.

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

15) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

17) Before the development commences, other than enabling works comprising piling and construction of the sub structure, a scheme for acoustically insulating the proposed co-living accommodation against noise from the nearby road network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the co-living dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not normally exceed 45 dB L_{Amax,F} by more than 15 times) Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq Gardens and terraces (daytime) 55 dB LAeq

Due to the proximity of the development to the Ordsall Chord it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

18) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

19) No construction, other than enabling works comprising piling and construction of the sub structure, shall commence unless and until full details of all wind mitigation measures, if required, have been submitted to and approved in writing by the City Council, as local planning authority. All such measures shall be fully wind tested, and accompanied by a detailed report confirming that wind conditions related to the development are satisfactory and acceptable.

Reason - To ensure that the details of the development are satisfactory, pursuant to policy DM 1 of the Core Strategy.

20) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework and Core Strategy policies EN14, EN17 and DM1.

21) Prior to occupation of the co-living use, a Residents Management Strategy shall be submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance,

security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

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

22) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23) The development hereby approved shall not be occupied unless and until surface water management has been implemented in accordance with the Flood Risk and Drainage Summary, Curtins, 18 March 2020 (071297-CUR-00-XX-RP-C-92001-V03) and an assessment of overland flow routes to include inlets, finished floor levels, ground levels and entrances of the buildings is submitted and approved in writing by the Local Planning Authority

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

24) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

25) No development, other than enabling works comprising piling and construction of the sub structure shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all co-working and flexible commercial space, have been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

26) No development, other than enabling works comprising demolition, piling and construction of the sub structure, shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with the co-living units, have been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

27) No part of the development shall be occupied until cycle parking spaces for 412 bicycles has been provided within the basement of the building, in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason: To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 and policy DM1 of the City of Manchester Core Strategy.

28) Before first occupation of any part of the development, a Framework Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2, EN16 and DM1 of the Core Strategy.

29) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off co-living deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

30) No development hereby approved shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- * all previous uses
- * potential contaminants associated with those uses
- * a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

31) No occupation of any part of the development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

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

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

33) Prior to the commencement of development a programme of archaeological works shall be undertaken in line with the Written Scheme of Investigation for Archaeological 'strip and record' Excavation for land west of Water Street, St Johns, Manchester Version 2.0 dated 15 March 2018.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

34) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Development hereby permitted.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

35) The ground floor level flexible commercial space shall not include the provision of external roller shutters.

Reason For the avoidance of doubt, and 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, as specified in policies SP1 and DM1 of the Core Strategy.

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

Reason: In the interest of visual amenity, pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy for the City of Manchester.

37) Outside of the hours of opening of the flexible commercial space, all tables, chairs and barriers associated with the flexible commercial space shall be moved to the inside of the premises.

Reason - In the interests of amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan of the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

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

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

40) The co-work element of the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of each part of the development, or within a timescale to be agreed in writing by the City Council as local planning authority.

Reason: In order to minimise the environmental impact of the development pursuant to policies SP1, DM1 and EN8 of the Core Strategy for the City of Manchester.

41) No development shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by Manchester City Council.

The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

Reason: In the interests of aviation safety, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

42) Prior to development commencing, other than enabling works comprising piling and construction of the sub structure, a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

43) Prior to occupation of the development a Water Safety Management Plan shall be submitted to and approved in writing by the Local Planning Authority it shall include training for staff members, any signage that will be in place, any CCTV, lighting and rescue equipment (also public rescue equipment).

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: 126648/FO/2020 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.

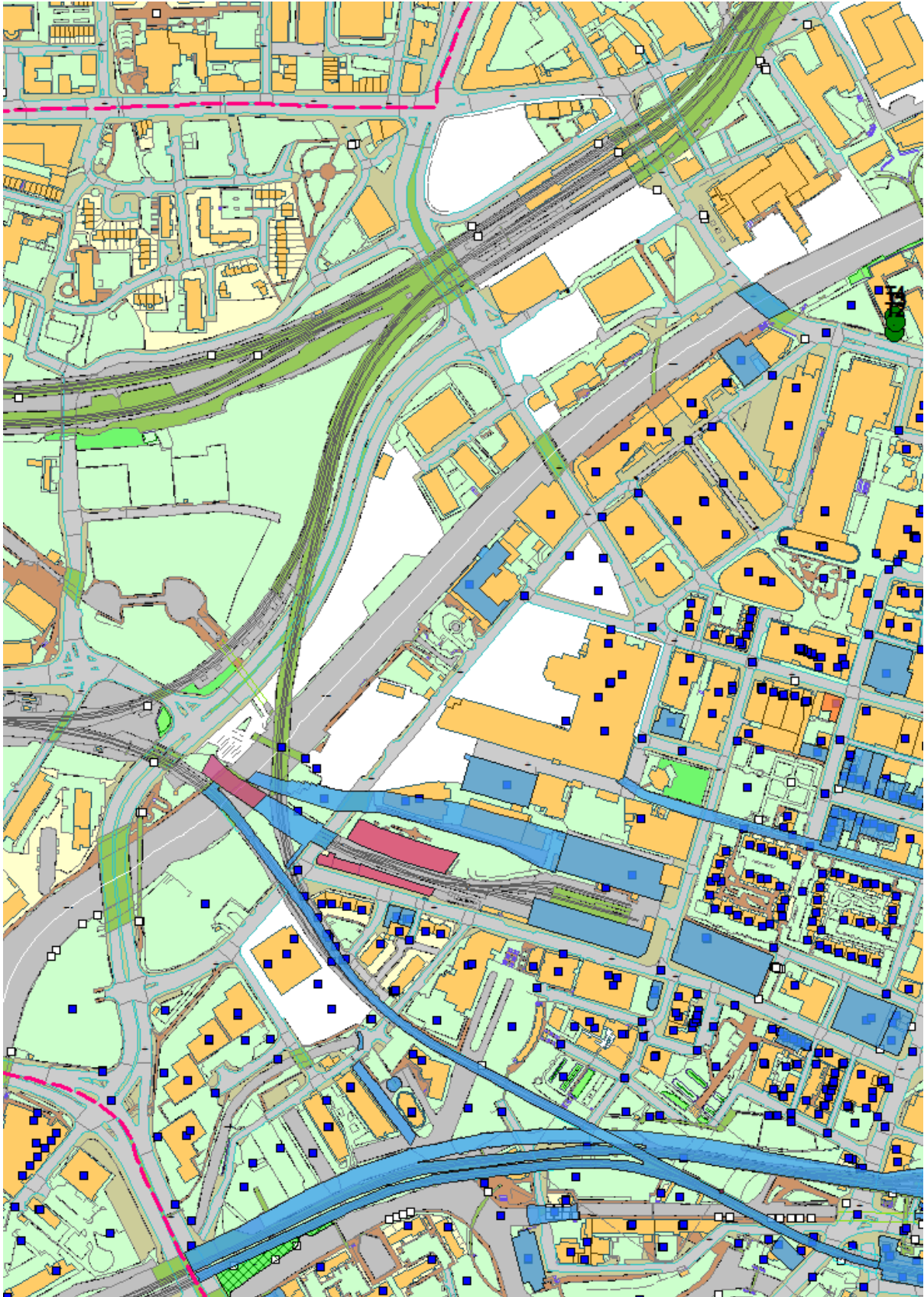
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
 Environmental Health
 Corporate Property
 MCC Flood Risk Management
 Sustainable Travel
 City Centre Renegeration
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Civil Aviation Authority
 Greater Manchester Pedestrians Society
 Manchester Water Safety Partnership
 Network Rail
 Planning Casework Unit
 Sport England
 Salford City Council
 Corporate Property
 Planning Casework Unit

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

Representations were received from the following third parties:

Relevant Contact Officer :	David Brettell
Telephone number :	0161 234 4556
Email :	d.brettell@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
125573/FO/2019	22nd Jan 2020	30 th July 2020	Deansgate Ward

Proposal Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.

Location Plot 11 First Street Comprising Land Bound By Hulme Street To The North, Wilmott Street To The East, The Unite Parkway Gate Development And Mancunian Way To The South, And Medlock Street To The West, Manchester

Applicant Downing Living (Manchester) Limited Partnership Incorporated, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

INTRODUCTION AND BACKGROUND

Co-living is a relatively new concept to Manchester and the UK but is established in India and major American cities such as New York, San Francisco and Los Angeles. It is common in a number of high demand European cities such as Berlin, and interest is beginning to emerge in London and other UK cities.

There is not a standard definition of Co-living but it typically comprises a private living space with an ensuite bathroom with access to shared communal facilities such as kitchens, dining, other facilities and shared amenity space. It can comprise studios and 'cluster-style flats' in which bedrooms can be rented out individually or in groups. Schemes may share some of the characteristics of private rented sector (PRS) schemes, such as shared amenity space with one, two and three bed units. There are also some similarities to short-term serviced apartment provision.

This use does not fall within a use class under the Town and County Planning (Use Classes) 1987 Order (as amended) and is classified as Sui Generis. There are no policies within either the National Planning Policy Framework (2019) or Core Strategy which relate to this type of accommodation. As it is classed as Sui Generis, schemes are not required to conform to the nationally prescribed space standards. Units that do not comply with the space standards would not be acceptable as permanent homes in Manchester and tenure lengths should be restricted.

The Executive endorsed a report in July 2020 on Co-living following a period of consultation. There is no current National or Local Policy guidance in relation to this product and with Co-Living being a relatively new concept in the UK and the market is ahead of policy. Shared living has a flexible tenure and aims to meet the needs of agile workers seeking well managed accommodation with all-inclusive bills with no-strings attached. It seeks to offer privacy alongside a communal environment with social spaces and often an active social programme. It is anticipated that the

accommodation would be attractive to those who might otherwise live in house share / house in multiple occupation. It offers shared amenities, typically all-inclusive of bills but with more flexible occupancy terms than a standard residential tenancy.

Co living should add value to existing wider, economic-led, regeneration frameworks, drive employment, create place and support the talent needed to support growth. Co-living developments would require quality design and space standards, except where there is a compelling justification for an alternative approach. At the current time these opportunities are considered to be limited to within the application site, St Johns (Enterprise City) and Piccadilly Basin / Northern Quarter.

Permission was granted in 2016 ((111170) on the application site for the erection of 624 apartments' in a part 8, part 10, part 23 and part 26 storey development. It included a podium garden, ground floor commercial units for Class A1, A2, A3, A4, B1, D1 (crèche/day nursery and/or doctor's surgery) and D2 (gym use) with servicing, parking and public realm.

DESCRIPTION OF SITE



The site measures 1.2ha and is bounded by Hulme Street, Wilmott Street, the Parkway Gate student accommodation, Mancunian Way and Medlock Street. It is within part of the City Centre known as First Street which has been a regeneration priority for over a decade. A gas main divides the site along Newcastle Street. There is also a gas main around the northern and western perimeter which has an easement and exclusion zone.

First Street has been transformed over the past decade by developments including Home, Grade A, BREEAM Excellent offices at No.1 and No.8 First Street, the Inside Hotel, Serviced Accommodation a Multi Storey Car Park and high quality public realm. Planning permission has been granted for a 37,000 sq. m office building on Plot 9 and construction is expected to commence this summer. Once completed, First Street is expected to support 10,000 jobs.

The site is mainly hard-standing with some landscaping on the west and south edges. The area on the east has some vegetation which has naturally regenerated following site clearance. There are around 26 trees with many in small groups.

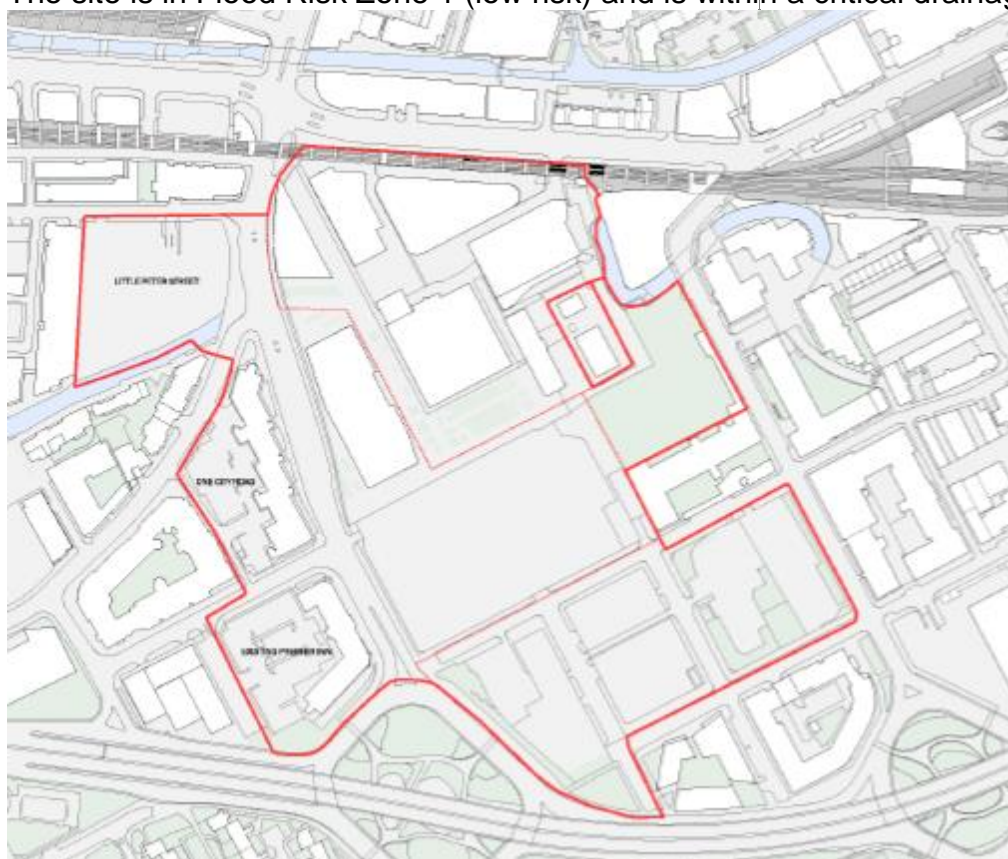
The south of the site is dominated by the Mancunian Way and PBSA which ranges from 8 to 18 storeys. A Premier Inn and 1 City Road are on the opposite side of Medlock Street, beyond which is Great Jackson Street where large scale residential schemes are progressing. To the immediate north and north east are cleared sites identified for office development that are used as car parking.

The site is close to Oxford Road and Deansgate Station's and the Deansgate/ Castlefield Metrolink stop. There are high-frequency bus routes on Cambridge Street, Medlock Street, Oxford Road and Whitworth Street West.

Circle Square, The Civic Quarter, Knott Mill /Whitworth Street West, Great Jackson Street, and Hulme are nearby. Despite significant investment, First Street still feels disconnected from the City Centre Core and further development is required. There has been significant residential growth in the southern part of the City Centre and First Street has a crucial role to play in continuing the growth and expansion of the City Centre.

There are a number of listed buildings close to the site including Mackintosh Mill and Cambridge Mill which are Grade II listed former Mills now in residential and office uses.

The site is in Flood Risk Zone 1 (low risk) and is within a critical drainage area.



First Street SRF Area 2020

DESCRIPTION OF PROPOSALS

The application proposes the erection of four buildings ranging from 10 to 45 storeys linked by areas of public realm and private amenity space. 2 of the buildings would sit on a podium. The gas main on Newcastle Street has informed the layout and distribution of the buildings. Block A would be 10 storeys at the corner of Hulme Street and Wilmott Street and step up to 18 storeys and then 22 storeys along Hulme Street. (70.6m high). Block B would step from 18 storeys to 22 storeys and then to 26 at the corner of Chester Street and Wilmott Street (82.3m high). Block C would be 17 storeys fronting Mancunian Way and step down to 13 and then 10 storeys into the heart of the site (52.3m high). Block D would be a 45 storey tower (138.9m high).



The development would contain 1349 units with 609 apartments (284 one bed, 112 two bed, 89 three bed, 46 four bed, 78 five bed) and 875 studios. The studios would include 30 super, 23 deluxe, 240 premium, 309 standard and 273 compact units (2224 bed spaces total). Communal amenity facilities would include a cinema, co-working space, health and well-being facilities, café, a communal kitchen and dining area and a resident's lounge. The development would be run as a single operation but each building would have a separate entrance with a reception & management offices.

Blocks A&B would contain a café, double height health and wellbeing space, bike store, plant, bin store, substation, laundry and management suite; Ground and First floor shared amenity areas (lounge/ kitchen/ dining) (5,562 sq.m and external private terrace and garden areas (2,470m²).

Block C would have amenity space, bike store, plant, substation, bin store and management suite; Ground and First floor shared amenity areas (1,157 sq.m) (lounge/ kitchen/ dining).

Block D would have a bike store, plant, substation, car park, management suite and bin store; first floor and 'sky lounge' (44th floor) amenity areas (lounge/ kitchen/ dining) (3,146 (GEA) sq.m) and external first floor and external private terrace and garden areas (1636m²).

The applicants consider that shared amenity space in centralised zones would encourage more social interaction than space on individual floors. It would also interact with the external green spaces.

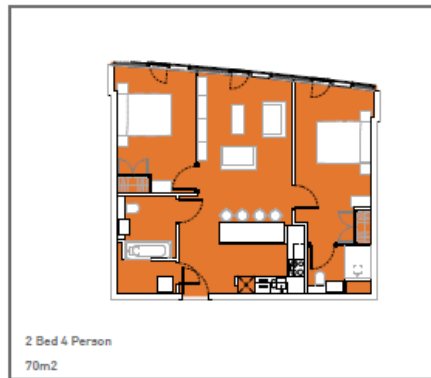
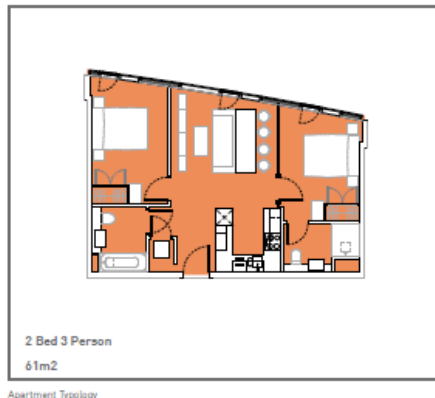
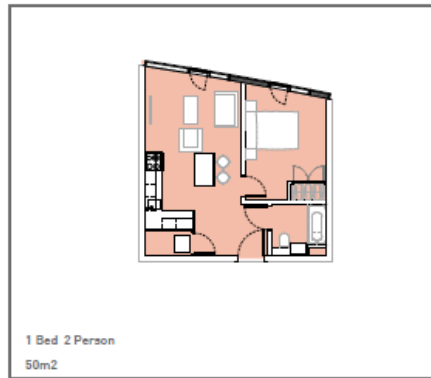
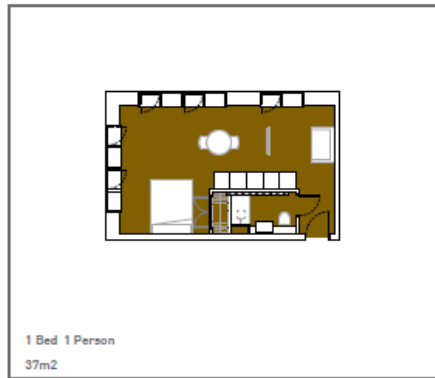
For the purposes of this Report a 'unit' is a room within an apartment and a 'studio' is a self-contained single occupancy unit. Just over 10% (149 units) of the shared-living rooms / studios would be fully accessible or adaptable. The proposed wide range of accommodation types would provide a range of options that people could move around in according to their current life circumstances.

All accommodation would be fully furnished and bills would be with all-inclusive and cover rent, resident relations, concierge, superfast internet, all utilities and taxes, daily events and gym membership in one monthly payment' Unlike mainstream residential accommodation, large deposits would not be required. All residents would have access to the communal facilities and external amenity spaces and have a private bathroom and cooking facilities within their own accommodation.

The applicants have stated that Co-living accommodation aims to provide accommodation at a lower price point than more established models such as Private Rental Sector (PRS). The rent for around a quarter of the units would equate to median salary figures for those who obtained first degree qualifications and entered full-time paid work. The price point would be accessible to a range of incomes and deliver cost-effective living options which could be attractive to key workers. The all-inclusive bills should represent a saving over comparable rental accommodation. The reduction or removal of travel costs due to the accessible city centre location should further reduce overall outgoings.

1349 bedspaces would be in accommodation which would comply with the closest applicable National Described Space Standards and Manchester Space Standards. 396 apartments/508 bedspaces would be a mix of 1 and 2 bedroom units some with ensuite bathrooms. 213 apartments/841 bedspaces would be 3 to 5 bed units each with en-suite rooms and shared lounge spaces and kitchens.

1 and 2 bed apartments

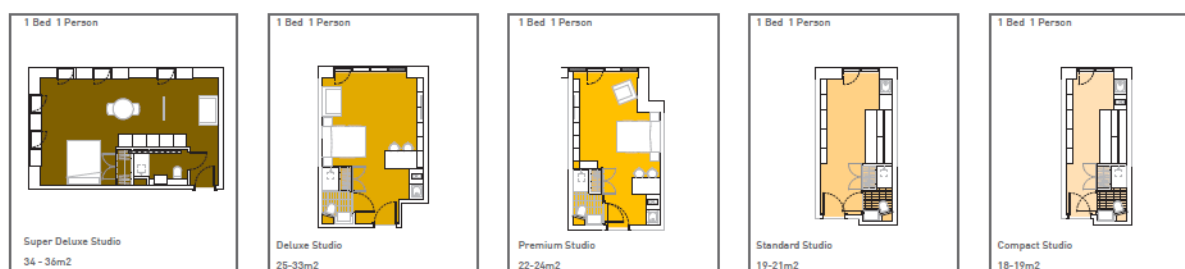


3,4 and 5 bed apartments



There would be 875 studio units for single occupation and would range from a smaller compact studio through to a larger deluxe version. They would be sized as follows: 30 Super deluxe (30sqm); 23 deluxe (25-30 sqm); 240 premium (22-24sqm), 309 standard (20-21sqm); and 273 compact (18-19sqm). On the basis that the studios do not comply with approved space standards, they would not be acceptable as permanent homes and the applicant accepts that the length of tenure would be restricted to 6 months.

This type of accommodation could meet demand for shorter term lettings from those on short term fixed contracts, employers looking to house employees or contractors for short periods, people who want a space during the working week, or visiting academics and researchers. It may also provide an entry level into independent living, supported by extensive shared amenity space.



The applicant states that the studio units are a distinctive and innovative product, which are not directly accounted for in the Nationally Described Space Standards and Manchester Space Standard. Each apartment would have an ensuite bathroom, unlike some Private Rental Sector (PRS) with similar space /occupancy ratio's.

Occupants of the studios would have access to 4,597 sq.m of internal amenity space and the outdoor amenity space. Not all studios would be rented out at one time, nor would all residents be utilising the amenity space at the same time. Therefore the actual internal amenity space per unit should be greater.

Should demand not meet expectations for what is a new product, or market conditions change, the scheme could be adapted to a traditional apartment layout.

An operational management strategy sets out how the accommodation would be managed. This is based on the high living standards and quality services demanded by co-living customers and would help to create a community, a safe environment and high standard of customer service.

There would be a dedicated on-site security service at all times. A management team, with the Resident Relations Team, would be on site from early morning to mid-afternoon, and the General Management Team from then to later at night. The General Manager would seek to create an inclusive communal atmosphere by arranging events such as cooking classes, health & wellbeing classes, film and 'event TV' nights, motivational talks, quizzes, etc.

The Resident Relations Team would be a first point of contact and would be involved in events, security and prevention of any anti-social behaviour. They would deal with deliveries and collections which are an important aspect of modern-day living.



The proposal includes 0.52 hectares of public realm with the 4 blocks set around a central green space. This would include a 1590m² public park and 1360m² public square and provide amenity space for residents and the wider area.

The public realm would be at grade on Medlock Street and two storeys at Wilmott Street and include 144 trees (26 trees would be removed so net gain of 118). The podium would include a café / restaurant, health and wellbeing centre or gym for residents and the public with entrances to blocks A and B from Newcastle Street and Wilmott Street. The main entrance to Block D would be on Hulme Street and Block C on Newcastle Street. The public realm would encourage permeability across the site, and would link into a crossing under the elevated section of Mancunian Way to Hulme.



The landscaping on the first floor podium would provide private amenity space for residents with access to a series of interconnected outdoor spaces at different levels. It would include a communal events space, outdoor cinema, eating and socialising, growing areas and intimate quiet gardens and should encourage residents to interact. Each podium would have a dedicated enclosed dog park.

Street tree planting is also proposed on Hulme Street, Wilmot Street and Chester Street (33 trees). Pavement widths around the site would be altered as follows: Hulme Street from 1.9 – 3.4m to 2.5m; Wilmott Street: from 3m to 3.2m; .Chester Street from 5.5m to 4.4m; and, Newcastle Street from 2.5m to 9.5m

The podium facades would comprise bricks and glazed terracotta and would contrast with the buildings above. The building facades would be a mix of unitised glazed curtain walling with ceramic fritting and anodized metal panels would provide

ventilation. The podium to Chester St, Wilmott St and Hulme St would have green glazed brick and glazed terracotta with glazed insets, colour matched metal vent panels and doors. There would be blue engineering brick at the ground floor of building C. On the west facade of building D, the frit colour is dark blue grey and the metal vent panels are darker in colour.

The design has considered embodied and operational carbon emissions. Embodied carbon would be minimised by benchmarking tools over the lifetime of the building and the detailed design and construction process would consider the whole life carbon of all building elements including construction waste. The construction, design and specification would be inherently efficient and cost-effective during occupation to reduce operational carbon. There would be PV cells on all external roof areas; combined heat and power units are included to allow connect in the Civic Quarter Heat Network (which the applicants are in the process of pursuing with the Heat Network operator) and would supply low carbon energy for hot water for the majority of the apartments; and high efficiency heat pumps will supply space heating for all non-domestic areas (café, gym, amenity) zones within the scheme.

Residents would sort waste in their apartments. Waste chute on each floor would have a colour coded tripartite separator. Bin capacity, cleanliness and transfer between stores and collection points would be managed by the on-site management team.

The commercial units would store waste in their demise and take it to a separate refuse store and it would be collected by a commercial operator. The refuse store would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00' with 0.43sqm of space per apartment.

There would be 26 parking spaces with Block D, including 10 for disabled people, all with electrical charging points, 2 new on-street car club spaces along Hulme Street and 3 disabled parking spaces on Wilmot Street are also proposed.

There would be 600 cycle spaces. Cycle parking would be in secure locations in the ground floor of each block. Further space would be reserved for additional provision, by up to 30% / 150 spaces, should there be demand. Pedestrian and cycle access would be provided from Hulme Street, Wilmott Street and Chester Street. The route through the public realm on Newcastle Street would become a cycle route linking in with other cycling infrastructure improvements.

Sheffield stands would be provide short-stay provision in the public realm and the number and location be agreed and secured through a condition.

Access for servicing, deliveries and waste collection would be from the dedicated lay-bys on Hulme Street, Wilmott Street and Newcastle Street. Access to plant rooms and substations would be from these same routes. An area of hard landscaping with soft vegetation would allow vehicles to access the plant room doors. Vehicular access would be provided from Hulme Street, Wilmott Street and Chester Street. Arrivals and departures would be staggered throughout the day and across days or weeks, as part of the Management Strategy.

The applicants hope to develop the scheme as a single phase subject to funding. However, the scheme could be built in two or three phases. Blocks A and B would need to be built together as one phase given that they are connected via a podium. Interim treatments to the undeveloped plots would comprise levelling and grading to provide a broadly even gradient across the future phases and surfacing them with 150mm imported topsoil sown with hardwearing grass seed mix. The final agreement of phasing and timing of any interim treatments could be agreed through a condition. The temporary grassed areas would be beyond the construction hoarding line and enclosed by a low timber knee rail to prevent unwanted vehicle access.



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

- The proposal would deliver purpose built, high quality accommodation that is affordable and innovates and professionalises the concept of shared living.
- The proposals would meet a growing demand for flexible and experience led living at an accessible price-point. This is being driven by societal and demographic trends: - People have longer life expectancies and this has resulted in many people marrying, having families and purchasing properties later, and as a result tending to live in rental accommodation for longer.
- The growth of urban living in Manchester has been fuelled by its economic growth and the success of its higher education institutions. It avoids long commutes and congestion and provides lifestyle choices with access to a wide range of entertainment, leisure and cultural facilities amongst like-minded people. There has been a shift in emphasis towards experiences for many young people, reflective of a more general trend away from straightforward ownership and the rise of the shared economy.

- Shared living as a concept, and the drivers behind it, is not new, being often seen as the most affordable route for young adults to leave the parental home, and sharing the experience with friends and/or like-minded individuals, as well as for people new to a city.
- This accommodation is not considered as a permanent ‘forever home’ with all the financial and emotional commitments that entails, but is for a particular phase of a life. It is usually more attractive to younger people, but not always – e.g. relationship splits. However, traditionally, it has taken the form of shared housing in the suburbs. This housing was not originally built for that purpose, and is not designed for shared living. As a consequence, it is often not truly fit for purpose. In addition, there are many apartments in the City Centre which have been designed and built on the basis of a ‘for sale’ product which have subsequently been acquired by individual investors and now effectively form part of the Private Rented Sector.
- People often share these apartments in order to achieve a more affordable rent per person. As a more traditional form of apartment offer, they do not have shared amenities or management platforms that will allow a sense of community within buildings to develop and thrive, nor from a design point of view in many cases, do they provide the equitable layouts (e.g. in respect of bedroom sizes) that are required to drive a first class experience for all residents.
- Downing Living will professionalise the concept into convenient, affordable, purpose-built city centre living with proposals that will offer an alternative product, specifically designed to address the challenges associated with traditional forms of shared living as well as the main determining factors in relation to where people want to live.
- Downing’s proposal at First Street have been carefully considered in relation to envisaged market demand. The apartments will be targeted at medium and longer term tenancies whilst the studios are envisaged to meet demand for shorter term tenancies of between one and 12 months.
- The Proposed Development has been designed to respond to changing demographics and growth sectors within Manchester and to provide increased diversity to the City Centre housing stock. At the heart of co-living is the creation of a vibrant community with a wide range of people which will contribute to the mix of communities in the local area.
- The 2,224 bedspace development would considerably boost accommodation targeted at the city’s young and skilled workforce, including graduate recruitment.
- Shared living with amenity is an evolution of the new high quality student accommodation which has raised expectations of many recent graduates for a housing product which combines student type and private rental accommodation.

- It is envisaged that the 2,224 working age residents would mainly work within the city centre. It is estimated that around £1.8m of council tax income would be generated from the development every year, totalling 18.3m over ten years. This is based on an estimate of known council tax bands but the final contribution would be discussed as a matter of course with MCC.
- Residents would support the local economy benefiting local businesses and supporting jobs. Based on the Office for National Statistics Family Spending Survey, £29 million is estimated to be spent by residents each year, with the potential to support an additional 175 Full Time Equivalent (FTE) jobs.
- The proposal would support the growth of the commercial and employment offer within First Street and the Corridor in the context of the investment by the institutions in research, innovation, commercialisation, skills, academic excellence and incubation facilities.
- The major benefits to the Manchester economy of the Downing co-living offer is the transitioning of a new young workforce in the medium term to the established workforce and city living. It is assumed that 60% of tenants would become long term residents in the city, finding other residences and staying for an average of five years, many moving to other parts of the city centre, while another large group will take up accommodation close to the city in Salford, Trafford and Stockport.

This planning application has been supported by the following information:

Accommodation Schedule and Proposed Plans, Sections and Elevations; Computer Generated Visualisations; Statement of Community Consultation; Design and Access Statement; Arboriculture Report; Blue and Green Infrastructure Statement (included in Planning Statement); Crime Impact Statement – prepared by Greater Manchester Police; Ecological Assessment/ Habitat Survey; Environmental Standards Statement; Heritage Statement; Local Labour Agreement; Residential Management Strategy; Servicing Strategy; Site Waste Management Strategy; Transport Assessment; Framework Travel Plan; TV Reception; Ventilation Strategy; Viability Assessment.

Environmental Statement with the following Chapters: Introductory Chapters; Construction Management; Air Quality; Daylight and Sunlight; Noise and Vibration; Ground Conditions; Water Resources; Wind Microclimate; Townscape and Visual impact Assessment; Traffic and Transport; Type 1 Cumulative Impact; Summary of Residual Impacts; Non-technical Summary

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest

CONSULTATIONS

Publicity – Adjacent occupiers have been notified and the proposals have been advertised in the local press as a major development, a public interest development, affecting a right of way, accompanied by an Environmental Impact Assessment. This

included a second notification due to changes to the mix of accommodation types being proposed.

8 letters of objection have been received including a letter from the Macintosh Mills Management Company, representing the 102 members and Macintosh Village Management Company representing 178 members who each own an apartment or house in the properties immediately affected.

Whilst a number of the objectors (3) support the principle of the development of this site, objections have been raised in relation to: Design and Scale; Impacts on Amenity and living conditions of adjacent residents; and Impacts on Service Provision levels. The basis of these objections is summarised below:

Design and scale

- The height is utterly ridiculous in such a small area and exemplify capitalist greed compared with other blocks in the area. Manchester is not Shanghai;
- Poor street level interaction. Solid walls up to 3.5m high make up the Medlock Street ground floor aspect. The aspect to the north and the wider First Street area is made up of solid walls up to 9.5m high. The proposal makes little effort to contribute to the street or to animate the wider area. A car park and plant would face Medlock St, one of the busiest thoroughfares in the city. If the council are serious about softening barriers to pedestrian movement between the city centre and Hulme, this development should open up onto this street and provide active surveillance. Plant rooms and substations along Chester Street and Wilmott Street should be re-thought, this also does not align with the 2015 First St Regeneration Framework which targeted active frontage along these streets.
- The current design with elevated walls facing residents is inappropriate;
- The openings to the welcomed green space are from adjacent to an extremely busy roundabout rather than having better visual linkages to adjacent residential buildings and the scheme should be redesigned accordingly even if this means more towers;
- The development would swamp the area and designs should benefit and complement the area;
- The scale of the proposed scheme has increased significantly in relation to previously approved development and would therefore have significantly more impact on existing local residents as a result;
- The scale and massing has complete disregard to the heritage value of adjacent buildings and would have an adverse impact on the historical and cultural value of Macintosh Village;
- The monotonous cladding system makes this proposal look monstrous. It will create a huge glass wall dividing Hulme and the city centre. A bit more variety

is required if we are to create an interesting cityscape. This proposal makes no effort to address the listed mill structures across Cambridge Street;

- Car parking is not required in such a sustainable location and any should be underground and not face one of the city's key thoroughfares;
- This is a poorly-designed and feels like a step back ten years, for both Manchester and Simpson-Haugh. This development sets a terrible precedent for the City. Let's create something fitting for this key gateway site;
- The height of the towers result in significant overshadowing of the wider First Street area. The excessive height and bulk of the development is incongruent to the existing residential areas and out of character with the scale of the existing First Street developments;
- The provision of green space is far too small given the large population of the proposal. Little green space is publically accessible.

Highways / Traffic Impacts/ Cycle Parking / Delivery and Waste collection process:

- The increased traffic will impact on air quality which is already at illegal levels in adjacent residential areas. Existing traffic noise is at levels harmful to human health. The proposal will lead to increased noise and pollution to the detriment of current residents and pupils of the adjacent primary school;
- The number of cycle spaces is undefined. It is unclear if these facilities are of sufficient scale to accommodate the needs of the residents.
- Across buildings A-D it is calculated that provision of 140, 1100 litre eurobins will be needed for the residential waste, both general and recycling. See Waste Servicing Strategy 4.3.2. This would be contrary to Core Strategy **Policy EN19** Waste;
- There is evidence that recent large student developments in tall buildings (e.g. Student Castle) are not able to manage waste effectively without significant spill over in respect of neighbouring properties. Please refer to 6.10 in Deloitte ES Vol 1: 4.4.5 indicates the plan to take the bins onto Hulme St from buildings A & D where they will be emptied into the collecting vehicle. In full view of the apartments rather than within the site. This will have an adverse impact on residents amenity;
- The response in **section 10 of Deloitte ES Vol 2** provides the details and also some surprising conclusions including for example that the proposals will have a negligible impact on these surrounding assets, **given the volume of waste and delivery vehicles (and manoeuvring 20 times a day) located in full view!** Plus the Amazon/Deliveroo type service to up to 2224 beds per day.

There is evidence that recent large student developments in tall buildings (e.g. Student Castle) are not able to manage waste effectively without significant

spill over in respect of neighbouring properties. Please refer to 6.10 in Deloitte ES Vol 1: 4.4.5 indicates the plan to take the bins onto Hulme St from buildings A & D where they will be emptied into the collecting vehicle. In full view of the apartments rather than within the site. This will have an adverse impact on resident's amenity.

Impacts on Amenity and living conditions of adjacent residents/ Impacts on Privacy and Overlooking

- The height would reduce 25% of light from some properties and impact on quality of life, comfortable living and working conditions and some apartments would be in darkness until 10.30 during the winter;
- At least one of the new buildings looks directly over two bedrooms and a living area of our apartment so privacy is of concern;
- The buildings on Wilmott Street is directly opposite adjacent apartments and could block a significant amount of light. This is worrying, as the apartment is already fairly dark even on summer days, as we are restricted on fitting lights due to Grade 2 nature of the building and thus rely on the natural light;
- The Development would be contrary to the Rights of Light Law Commission Report 2014 (sections 1.1 and 1.2);
- Ownership of rights to light would be adversely affected;
- The creation of a World Class City should not be at the expense of the wellbeing and happiness of residents;
- Adverse impacts in terms of litter from construction workers;
- Adverse impacts from traffic and pollution from construction including cars and lorries idling and emitting exhaust fumes, noise from large numbers of constructions workers arriving at and leaving the site and cumulative impacts with other developments;
- Risk from pollution on life expectancy, pregnancy, wellbeing, health and a right to a family life for Manchester Citizens;

Impacts on Service Provision levels

- There does not appear to have been any consideration of the capacity of services such as healthcare or schooling to absorb an additional 2000+ people – surely one floor of the 45 storey tower could have a healthcare or schooling function. There is insufficient capacity within existing healthcare facilities in the area to absorb this level of additional residents;

Noise

- The additional impact from construction and future activity will cause disruption and there are restrictions on altering the windows sound proofing because of the Grade 2 listing.
- This number of additional residents within the area has potential to create unacceptable noise impact as well as noise, potentially extending night-time activity into areas that are presently not impacted.

Principle of Co-living and fit with emerging Policy:

- Co- living is an undefined type of development in the NPPF and needs to be considered very carefully, in terms of location and proposed impact;
- In relation to the previous consented development the proposed scheme more than doubles the effective units from 624 to 1484 (Cushman & Wakefield addendum to financial viability, p4 point 1.5) - As well as the increased density, there is still a causal link with the student target market and the transient short term nature of the scale of the occupation proposed;
- The location is outside the city centre and in an area of above average reported crime, with no contribution to tackle this;
- The Executive Committee Rpt (Dec 19) states that:

Co-living should be restricted to a limited number of key areas of high employment growth within the city centre - The application does not address the consideration not being in the City Centre and disconnected from the commercial offer. No certainty as a sui generis building of rate income or s106 contribution;

Schemes must demonstrate that they command support from recently arrived or new employers located in, or in the vicinity of, the regeneration area they form part of- No specific employers or committed jobs identified;

Developers should be required to legally commit to renting only to working households, or households actively seeking work, and precluding letting to students - There is no firm proposal to secure this and the alternative fallback user is the student market. PBSA by stealth/back door!

Planning applications should include a conversion plan to demonstrate how the building could be repurposed through interventions to the layout. - No plan/cost to achieve this visible. Impact for student market? Policy H12.

- Assumptions made in the **Planning and Tall Building statement : Appendix 2: Co-Living at First Street Report** about lifestyle changes, have already seen further recent dramatic change, such that the views expressed in 2.22 & 2.23 are presently significantly impacted

Viability and Affordable Housing

- Due to the type of accommodation and use class the development would not appear to be considered in the local planning framework for a contribution to affordable housing or provision of other s106 contribution;
- There is no detail in the viability report to illustrate how short term lettings less than 12 months are compatible with an institutionally funded model;
- The 276 page viability study although redacted in part is contradictory in its use of comparable evidence in terms of sale prices and rental values, but manages to conclude that a development scheme exceeding £300m is borderline viable to a developer, given the £18m to acquire the site already and the increased density added to the proposed scheme;
- There is no clear evidence submitted to support the contention that direct council tax revenues will benefit by £1.6m to £1.8m (the Economic report by Ekosgen p15);

Wind Microclimate Impacts.

- Deloitte ES Vol1 9.6 and 9.7: Within the surrounding area, wind conditions are expected to remain suitable for existing activities and the effect of the Proposed Development on surrounding wind conditions is considered negligible.

With the introduction of committed future surrounding developments, wind conditions within the Site are not materially changed.

There is no obvious evidence referred to support these statements and clarification is required as to the studies carried out in terms of effects beyond the development boundaries. The wind climate appears to have been modelled on stats from Manchester Airport 2001-15 and not the subject site.

Non compliance with Policy – Manchester Core policies 2012 – reference Tall Building Statement Appendix 1 and NPPF

- **Policy H1**, requires a scheme to be designed to give privacy to both its residents and neighbours- A number of adjacent properties would be adversely affected by the proximity, scale and massing of buildings A & D (the stepped up towers from 10 stories to 45).
- **Policy H8**. The requirement for affordable housing. - This is not delivered by this scheme.
- **Policy EN1** states that where there are opportunities to create landmark buildings, such developments should also contribute positively to the experience of all at street level. - This is not delivered since the focus is on the landmark building, but there is nothing being gained beyond the curtilage of the development site. A transition point between Hulme and the City Centre does not contribute positively at local level as suggested, it by -passes it.

- **Policy T1** – sustainable transport. It is suggested that limiting on site car park spaces to 30 will encourage a shift away from reliance on the private car. This is inconsistent with the Downing Residential Management Strategy document p11, and the need to try and control the process of arrivals and departures due to volume. The operator obviously already recognises it will be a significant problem, since as well as stating there is a limited amount of car parking (not sufficient), why else would they offer to warn the local Highways department of arrival and departure dates for residents.
- **Policy T2** – the comment provided after stating that the Transport Assessment will not adversely affect the highway, goes on to say that the proposals are not expected to create significant vehicle movements due to minimal on-site car park provision or servicing requirements - This is in direct conflict to the Downing operating document mentioned above, so which is correct? The limited amount/minimal provision, suggests that there will be significant overspill onto surrounding roads like Hulme St and Willmott St which will inevitably adversely affect the amenity of local residents.
- **H12 – student policy.** The location of this scheme is neither in the City Centre or the Oxford Road Corridor, so it would not be consistent with permitting a repurposing to student accommodation (and does not have university support) within the policy. If this were to occur then the overall ratio of PBSA development in the local area around Macintosh Village would be further skewed against the 80:20 desired ratio for resident/student population - Core strategy H10.

NPPF 2019

- **Section 8** Promoting healthy and safe communities. From **the Crime Impact Statement** document: 2.1.1 The volume of recorded crime in this in the neighbourhood is very high. It is apparent that there are issues to be tackled here. Unfortunately, this development proposal offers nothing to the community other than design of its own building, whilst by its very scale it will create blind zones and activities beyond the curtilage that need to be addressed at community level.

Indeed the short term nature of the letting of the accommodation proposed could give rise to a high transient population, which by its very nature will invest nothing in the local community, but is more like a “travelling circus”, which moves on in a short period of time to attend its next performance.

- **Section 12** – “be sympathetic to local character and history, including the surrounding built environment”.

At least three Grade II listed structures will be hidden from view from the Medlock St link with the Mancunian Way by this scheme.

and it would not “create safe, inclusive and accessible environments which promote health and well being”.

In terms if the submission they note that in relation to impacts on sunlight and daylight it is considered that:

Nearly 20% of windows assessed are negatively impacted beyond the 27% VSC target, or experience a reduction in existing VSC of less than the 20% reduction in 4.25 above.

This needs to be looked at differently than presented here. It is not agreed that the impact in 4.26 is acceptable since on a strict interpretation this is not a high density City Centre context or location.

Section 16 – conserving and enhancing the historic environment. Whilst summarised in Deloitte ES Vol 1, 7.5 as “The TVA has found that townscape and visual effects in general, and these localised significant visual effects, are mitigated by the excellent design quality of the Proposed Development” - This reads as a very poor trade-off for those adversely impacted. Perhaps they don’t matter?

Other

- Primary healthcare: Deloitte ES Vol 1 6.11. - A minor adverse impact declared but no alleviation are measures proposed.
- Glare - Reflections in strong sunlight from predominantly curtain wall glass tall buildings – has this been assessed in view of the proximity to the southern elevation of the Macintosh Mills building?
- Heights of the building could affect tree and plant growth within Hulme Park;
- Residents this side of the Northern Quarter are desperate for more green space and there are few trees nearby to offset the ever increasing carbon emissions with many being removed due to recent roadworks;
- There needs to be a clearer route through the site for cyclists coming down Newcastle Street, through the site and into First St North. The current proposals show an obstacle course of trees;
- The application uses Irish space design standards to guide the apartment sizes, stating that there is no decent enough alternative in Manchester/the UK. These apartments should have been designed to align with the 2017 Manchester Residential Quality Guidance.
- Considerable liberty has been taken in various reports assuming a level of impact applicable to a City Centre setting which this location is not.

Places Matter – Overall the Panel was very supportive of the principles of this scheme noting that creating this scale and vision of development was tremendously ambitious and inspiring.

They made the following key points:

- The notion of bringing sumptuous materials right down in to the public spaces was applauded, as was the definition of the different spaces themselves;
- The overall approach to the generous landscape was welcomed but they requested that key edges were reconsidered, such as the gym and café interface, to ensure that the final resolution of these feels right;
- The envelope system to the buildings was commended, alongside the generous stepping in and out, but there remains a “tussle” about how you make all of the edge buildings work;
- They questioned whether Block C had arrived at the right answer. This has a critically important relationship with the adjacent buildings and connections to other spaces to the south. It was agreed that the realignment of Block C would be beneficial as this would allow more sunlight to penetrate the central space and enable beneficial changes to the commercial units and their relationship with the connecting routes to the south;
- Such a generous green lung in the heart of the city was supported, but people should feel connected to the scale and mass of the buildings when within the central space. With such a significant land mass in the city you need to consider if there will be any real need to still walk the edges, as the draw of this space will be a compelling alternative;
- They requested a reconsideration of opportunities to drop the harder, higher edges down to the street and ensure even greater permeability and that such a vision will need big trees of a high specification, which must be well maintained;
- They noted that the switch between trees in the ground and trees in boxes on this grid will need careful thought though;
- They were not convinced by the choice of green ceramics as a material;
- The Panel felt that there was a need to bring Newcastle Street itself into the overall design and felt that a vision for the route from Tony Wilson Place to Hulme is required, which should probably include provision for cycling. The crossing of the Mancunian Way will require the vehicle stop points to be set well back to give pedestrians a real sense that they are welcome to use this route. The strength of the connecting route through to Oxford Road, via Hulme Street should dictate the position of any crossing of Medlock Street;
- The Panel commented upon the architecturally distinctive commitment to affordability in terms of the co-living approach and urged detailed consideration of the amenity spaces in the co-living areas;
- The Panel noted that the consistency of architectural language would only be maintained with a full commitment to deliver the materials proposed in terms of the realisation of the slick and crisp approach being shown. The same commitment will be needed to realise the ambitions of the amenity space,

given its scale and within this should work to ensure that there are areas of intimacy.

City Centre Regeneration: Have advised that this proposal needs to be considered alongside the recommendations set out in the report to the Council's Executive on 19 December 2019- 'Co living in Manchester'.

Head of Highways- Has no objection and is satisfied that the scheme is unlikely generate any significant network implications. They have recommended conditions relating to matters of detail relating to servicing and off site highways works.

Head of Regulatory and Enforcement Services (Street Management and Enforcement) - No objection and recommends conditions relating to acoustic insulation of the premises and plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place, the management of construction and the mitigation / management of any contaminated land.

Greater Manchester Police (Design for Security) – Have no objection subject to the implementation of the recommendations of the Crime Impact Statement.

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints have been identified. There was no evidence of bats and an informative should remind the applicants of their obligations under the Habitat Regulation. The biodiversity enhancement measures are welcomed.

Flood Risk Management Team – Green Sustainable Urban Drainage Systems should be maximised. Conditions should ensure surface water drainage works are implemented and verified in accordance with Suds National Standards.

Environment Agency – Have no objections however given the environmental sensitivity of the site and former potential contaminative land uses associated with the site they have recommended conditions as appropriate.

Natural England- No comments received

United Utilities – Have no objections and recommend conditions regarding foul and surface water drainage.

Greater Manchester Archaeological Unit – Agree with the Archaeological Report that any archaeological interest has been removed by previous archaeological investigations and further archaeological work is not necessary.

Work and Skills – A local labour condition is recommended for the construction phases with a report on local labour achievements.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding – The form of development could impair radar performance and have recommended suitable mitigation.

Sport England- Objects to the application as it believes that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. It requests a financial contribution towards off-site sports facilities and that the development incorporate the 10 principles of Active Design into its design.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, H8 T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

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

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

S01. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car which could contribute to halting climate change.

S02. Economy - The scheme would provide new jobs during construction and would provide housing near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

S03 Housing - Economic growth requires housing for the workforce in attractive places. This proposal would be sustainable, address demographic need and support economic growth. Population growth of 20% between 2001 and 2011 demonstrates the attraction of the city and the strength of its economy.

S05. Transport - This highly accessible location is close to public transport and would reduce car travel. .

S06. Environment - The development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Paragraph 80 states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This approach will allow areas with high levels of productivity to capitalise on their performance and potential.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – This type of accommodation targeting young professionals could support economic growth and maximise the competitiveness of the city. The high quality design would contribute to place-making and create a neighbourhood where people choose to be. A limited amount of Co-living accommodation in locations close to employers who are seeking to recruit the target demographic could help to meet and support economic growth and regeneration and could be acceptable.

All sustainable transport modes are accessible from near to the site which would maximise the use of the City's transport infrastructure. It would create a well-designed place to enhance the built environment and help to deliver objectives of First Street and The Corridor. It would develop an underutilised, previously developed site and create employment during construction and permanent employment through building management and public realm maintenance. This would complement nearby well established and emerging communities. Resident's use of local facilities and services would support the local economy.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth. A limited amount of this type of product would support population growth, and the retention of graduates by providing housing in key areas of the city centre.

The co-living use would provide residential development in the First Street SRF and complement the surrounding regeneration.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The site is accessible to pedestrians and cyclists. Deansgate tram stop, Deansgate and Oxford Road Stations and Oxford Road are nearby. A Travel Plan would facilitate sustainable transport use and journeys for employment, business and leisure activities would be minimal. The proposal would support sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improved pedestrian and cycle routes are proposed and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy CC10 A Place of Everyone - Manchester Residential Space Standards and Co-Living -Report to Executive Committee December 2019 and June 2020) – Manchester's economy continues to grow and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy by contributing to meeting the Residential Growth target to 32,000 new homes in the next ten years to March 2025, meeting the City Centre housing target in the Core Strategy and to the creation of a sustainable, inclusive, mixed and vibrant community.

High quality accommodation would make First Street and Oxford Road Corridor attractive to employers. For many young graduates living close to their place of work, is a key consideration and the Co-living model could help to attract and retain graduates.

This high-density development would use a sustainable site efficiently. It would contribute to the ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which could meet the needs of graduates and support talent retention at First Street and Oxford Road Corridor.

Co-living is not an affordable housing product and should not be targeted at or occupied by students. The applicants intend to target medium and longer term tenancies. The studios would meet demand for shorter term lettings of between 1 week and 6 months as well as providing an entry level into independent living, supported by extensive shared amenity space.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles

and Strategic Character Areas), EN2 (Tall Buildings), EN11 (Quantity of Open Space, Sport and Recreation), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC19.1 (Listed Buildings) - The development would use the site efficiently, promote regeneration and change and create an attractive and healthy place. The quality and appearance of the building would meet the expectations of the First Street SRF. The buildings and public realm would improve functionality and contribute to the planned growth of the City Centre towards Hulme.

The development would be prominent and highly visible when viewed in conjunction with some adjacent heritage assets and would have some minor negative impacts. However it would be read as part of the cityscape and within the context of the city skyline which has already altered the setting of adjacent heritage assets. The development would help to restore the eroded historic urban grain and would overall reinforce the assets setting within that wider context rather than detracting from an appreciation of their architectural and historical significance.

The scale and quality would be acceptable and would contribute to place making. It would raise design standards and create a cohesive urban form. It would improve the character and quality of a site whose appearance is poor. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The proposals include 4,136 sq. m external private amenity and 5,800 sq. m of external publically accessible amenity space which would enhance biodiversity both in its own right and by interconnect with existing established areas of public realm within the wider First Street Area and which would create strong linkage to promote wildlife corridors.

The NPPF states that:

Paragraph 192. In determining 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 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification.

Paragraph 196 states that 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, where appropriate, securing its optimum viable use.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a negligible impact and that the historical and functional significance of adjacent heritage assets would not be undermined by the development and their significance would be sustained. The current condition of the site does not make a significant contribution to townscape and the site has a negative impact on the setting of the nearby Listed Buildings. A building that makes a positive contribution to the townscape could enhance their setting. Overall the proposal would cause less than substantial harm to the setting of the adjacent listed buildings and conservation areas this needs weighed against any arising public benefits. The quality, design and contribution of the scheme to the townscape would enhance the setting of the adjacent heritage assets. This would sustain their value as the substantial public benefits of the scheme would outweigh any harm to setting.

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would integrate the site into the locality and increase natural surveillance.

The proposals would create a more pedestrian friendly environment along Wilmott Street, Hulme Street and Chester Street including soft planting. Connections to Hulme would be enhanced and improved passive surveillance would reduce crime and the fear of crime. The more pleasant pedestrian environment around the Site will also encourage walking and cycling

Saved UDP Policy DC20 (Archaeology) – It has been concluded that there is virtually no likelihood of any significant remains surviving below ground level and as such that the development would not have an impact on any potentially significant remains on the site.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Surface water drainage would be restricted it to a Greenfield run-off rate if practical, and post development run-off rates would be reduced to 50% of the pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall

intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. A number of measures would improve biodiversity. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The proposal should exploit opportunities for improvements and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. Coordination through the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection – The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;

- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

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

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic

use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;

- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities subject to various caveats which are discussed in the Issues section below.

Manchester's Housing Strategy (2016-2021) - Sets out the City Council's highest priority of creating more homes to meet the need of a growing population within a dynamic housing market which has over the past 10 years seen a dramatic increase in the number of market rental homes in the city. It notes that the balance of housing types and tenures is still not right in many of the City's neighbourhoods in terms of encouraging people to stay in Manchester within neighbourhoods where the communities they house can get on well together and enjoy mutual respect.

A key goal within the Strategy is to support the housing aspirations of new and existing residents by offering a wide choice of homes to support the increasing

population and growing economy. However, to deliver on that aspiration it is acknowledged that there is a need to ensure that the City has the right homes in the right places which is responsive to demands from the changing lifestyles. Within the context of consideration of emerging proposals for Co-living within the City, this may require consideration of the need for some level of non traditional housing products which are particularly attractive to some groups of potential residents.

2 key aspirations which are regarded as important for achieving the key goals within the Strategy are ensuring that more of the graduate population chooses to stay in the city and access an appropriate housing offer and that new homes have a good quality design and that space standards meet the Manchester Standard.

The need for and management of the amount of any Co-living accommodation in response to emerging markets within particular demographics and the potential contribution of this type of housing to facilitating the wider housing needs of other groups within the City is discussed in detail below.

First Street (SRF) and Masterplan (2018) – The original First Street SRF in March 2011 aimed to create a new business destination. It recognised that First Street must be embedded within its wider neighbourhood in order to unlock its full potential and provide the stimulus for wider physical regeneration activity.

The SRF identifies three distinct areas: First Street North (FSN), First Street Central (FSC) and First Street South (FSS). Once completed, the area is expected to deliver up to 2.5 million sq. ft. of commercial space, 324,300 sq. ft. of retail, leisure and hotels, 1 million sq. ft residential development, 73,300 sq. ft. of civic, cultural and amenity space, 225,000 sq. ft of car parking and other uses. The area is identified as having the potential to support 10,000 jobs. The proposal is within First Street South and is entirely consistent with the vision for FSS.

The proposed emphasis on the provision of extensive public open space, green space, amenities and enhanced connectivity through the site, will better support key design and development objectives noted in the First Street SRF. This reflects that proposals should include extensive, high-quality public realm and enhance connections towards the City Centre.

Corridor Manchester (Strategic Spatial Framework) - The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

Oxford Road Corridor (ORC) following the preparation of the Corridor Strategic Vision to 2025.

The SSF identifies the enormous growth potential of the ORC noting the significant committed and planned investment of its major institutions (estimated in the document at £2.6 billion between 2015 and 2025) delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities. It also highlights the need to support the private sector in order to realise the potential of

high value added and high growth companies on a significant scale within Oxford Road Corridor.

The SSF identifies the essential role that surrounding neighbourhoods, such as First Street, will play and how that role will be facilitated through the creation of high quality connections and new public realm. There is a finite supply of land space to grow in and around the Corridor and this is likely to become more and more of a significant challenge in terms of growth potential. This means that there is in turn limited opportunity for the delivery of new housing, with other land uses prioritised.

The benefits of clustering around the centres of research and excellence within the ORC means that the immediately adjoining neighbourhoods, and, key residential opportunities within those neighbourhoods, have an essential part to play in terms of supplying high quality residential development that will support the attraction and retention of talent – without this, the vision cannot be fully delivered. The application site represents a key opportunity, in a sustainable, attractive location, which will support the City's strategic growth objectives. Not only is the site located within First Street and therefore within easy reach of the wider Oxford Road Corridor, but also, due to the size of the site, it crucially also represents a rare, if not unique, opportunity to quickly deliver high density proposals that are also set within a substantial green space and broader community amenity offer.

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

The site of the current planning application falls within the area designated as First Street South. The proposals subject to various caveats which are discussed in the Issues section below would be in keeping with the aspiration set out for that area delivering the first stage of a new residential-led development at First Street South, providing a new housing offer in the city centre.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. In terms of the 'cluster' apartments the proposal is broadly in keeping with the aims and objectives set out in the guidance. The proposed Studios would not comply with the Guidance however

the non-compliance needs to be considered in the context of the particular nature of this accommodation, the role that it might play in terms of the wider growth objectives of the City, particularly in relation to the sites location within the First Street Neighbourhood and proximity to the Corridor. This is discussed in more detail in the Issues section below.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location that subject to various caveats which are discussed in the Issues section below

Other National Planning Legislation

Legislative requirements

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

S149 (Public Sector Equality Duty) of the 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 among the protected characteristics

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

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

- Air Quality
- Daylight and Sunlight
- Noise and Vibration
- Socio-Economic Issues
- Townscape and Visual Impact
- Water Resources
- Wind Microclimate

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.88 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

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

The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

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.

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.

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 these measures are capable of being secured by planning conditions attached to any consent granted.

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. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

The Scheme's Contribution to Regeneration, Principle of Proposed Uses

The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its economic success. There has been a significant amount of regeneration within First Street and The Corridor the past decade. The 2015 Greater Manchester Forecasting Model prepared by Oxford Economics, forecast growth in the region of 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA by 2024.

Economic growth requires the attraction and retention of talent and to support this the region must be an attractive location to live, study, work, invest and do business. The provision of a range of housing types to support that growth and provide housing options for existing residents is a key consideration.

Almost 60% of Manchester's residents are under 35. Over 74,000 students study in the City and provide new graduates each year. The city gains more graduates than it loses, with 36% of Mancunian graduates choosing to return to work in the City and an additional 33% choosing to work in Greater Manchester.

60,000 people live in the City Centre and a significant proportion are between 25 and 35. This is partly attributable to high levels of graduate retention, facilitated through strong economic growth with employers seeking to recruit graduates.

Increasingly businesses are attracted to locations where deep labour markets offer a range of highly qualified and skilled staff and City's demographic profile is well placed to capture these opportunities. Economic growth, people's desire to live close to employment and lifestyle advantages of city centre living will continue demand for housing in the heart of the city. A choice of homes is required to respond to the demands of changing lifestyles including those which may suit the requirements of a particular phase of life. The provision of innovative non-traditional housing may be attractive to: those who are seeking temporary accommodation or are transitioning between arrival in the City or graduation; younger adults who want a more communal City Centre living experience; and, people who want more flexible tenancy arrangements, fitting with more agile working patterns found in particular sectors of the economy.

Co-Living must be considered in the context of existing policies which support housing and any relevant locational constraints set out within those policies. On the basis of information submitted to support the application, including an Economic Statement setting out the context of population and key sector employment growth within the City, it is considered that the proposal is of a size and scale which would respond to and support current and emerging job recruitment and retention and would be well placed to connect residents with those opportunities and support those

needs. As such Co-living in this location would provide added value to the wider commercial offer in First Street and The Corridor.

There will be more employment growth at First Street and The Corridor including new jobs in growth sectors including Technology, Media & Tele-communications, healthcare, Research & Development industries, and technical advisory businesses. The expanded commercial offer at First Street could provide an additional 17,000 jobs from 2024 onwards. The Corridor has a strong employment base in high value added and high growth sectors. It accounts for a large proportion of highly skilled jobs in the city economy, and strengths in health and higher education are complemented by a strong business and financial services base. By 2025, it is estimated that an additional 37,000 jobs will be created here.

The Executive Reports explained that some developers delivering schemes targeted at digital and technology businesses, believe that there may be a link between Co-living and growth. This type of accommodation could be attractive to employees where it is directly linked to the proximity of such companies, and this could support talent recruitment and retention.

A more mobile and dynamic working population mean that more adult professionals are sharing, as they move to different locations for career reasons, which may not be seen as permanent home locations where they intend to put down roots. A mobile workforce will also be looking for opportunities to meet people and make new friends, which is something co-living aims to supply.

However as set out in the December 19 and July 20 Executive Reports the impact of any new supply of any Co-living accommodation will need to be carefully managed, appraised and evaluated, as the market is untested in Manchester, before co-living developments can be considered. Key to those considerations is the role of this type of accommodation within the City Centre housing market and how the length of tenure relates to the aspirations of those Executive Reports.

The target market for First Street co-living is the city centre workforce, particularly recent graduates, apprentices and new recruits for First Street and its environs and Corridor Manchester and would include:

- Young workers, new graduates, and those new to Manchester, with incomes which are not (yet) sufficient enough to afford the increasing city centre rents of traditional private rented apartments;
- People new to the city, arriving for their first or second job, key workers, freelancers or entrepreneurs starting up and those uncertain of where best to live or how long their appointment may last;
- Young people living in house shares in the suburbs;
- Key workers from nearby hospitals who are new to the City;
- Young people born in Greater Manchester who are in employment and looking for opportunities to access the city centre market;

- People on time limited contracts, particularly visiting academics or research staff and contractors where their longer-term work with Manchester businesses may be less certain.
- Mobile workers, employed by larger companies in regional offices, as part of regular graduate recruitment programmes.

It is envisaged that co-living would support the young workforce to transition in the medium term to city living and information submitted in support of the application sets out the assumption that 60% of tenants would become long term Manchester residents in the city, finding other homes and staying for an average of five years, many moving to other parts of the city centre.

Many young professionals and those vacating the parental home have traditionally lived in shared housing in the suburbs. This housing was not originally built for that purpose, and is not designed for shared living. In addition, many apartments in the City Centre which were 'for sale' have subsequently been rented out. People often share these apartments in order to achieve a more affordable rent per person. These apartments do not have shared amenities or management platforms aimed at fostering a sense of community.

The strategy of providing smaller private living spaces with extensive shared communal spaces means that the costs of lesser used spaces within a traditional apartment are not loaded onto individuals but shared across the block. This supports a cost effective and accessible product.

The provision of Co-living in appropriate locations could therefore respond to the lifestyle requirements; provide more suitable accommodation for people who chose to live in shared accommodation freeing up PRS and traditional suburban housing for families; connect existing and potential employers with a skilled and agile workforce.

The scheme would deliver homes within a high quality public realm. However, as the studios do not meet our space standards they would not be suitable as permanent homes for Manchester residents. There should be a compelling rationale to underpin support for non-compliant units. The target market for the studios in particular would be people looking for shorter term lettings of between 3 and 6 months. On this basis they would be lettings to those who might be new to the City and looking for a base from which to find more permanent accommodation or people who would be based within the City on a short terms basis for work or research purposes. They would provide privacy with access to communal facilities and a ready made community.

The length of tenure would be controlled through a Legal Agreement. The studios with the communal space, activities and support services would be similar to an aparthotel or serviced apartment. There is a role in the City for some level of this type of accommodation.

The development would be consistent with growth priorities and help to realise the target set within Manchester's Residential Growth Strategy which have recently been updated to seek to deliver 32,000 homes by 2025. This area has been identified as being suitable for new homes and the development would deliver a new type of

accommodation product which would support the diversification of the City's housing offer with a wide range of accommodation types in order to meet the full breadth of the target market and provide a range of living options that people can move around according to their particular life circumstances at any one time. This would therefore appeal to a range of occupiers.

It is also noted that in terms of the aspirations set out for FSS in the SRF the occupiers of this accommodation would provide footfall to support the leisure and cultural activities elsewhere within First Street.

A number of other material considerations for the evaluation of support for Co-Living developments are set out within the Executive Reports. Those relating to Council Tax Revenue and a conversion plan are dealt with below. Issues relating to safe and secure zero carbon developments, parking and place making are considered below.

Co-living has implications for Council Tax revenues. Co-living rents are generally inclusive of bills including Council Tax and therefore there is no tenant liability. However the applicant has agreed that Council Tax would be paid for the entire development and this would form part of a Legal Agreement.

The modular and structural bay of the design has been set to allow the individual studios/apartments to be converted at a later date into traditional apartment layouts if required. The mechanical and electrical services have also been designed to allow for the alteration of residential types. Floor to ceiling heights of all apartments and studios are comparable to traditional residential typologies. The design would allow for internal walls to be removed without compromising the structural integrity of the overall building. The layout below illustrates the adapted floor plan for each block and provides 46 apartments in total on a typical floor plan across the scheme with a mix of 15no. 1 bed apartments and 31no. 2 bed apartments (11 units in Building A, 16 units in Building B, 10 units in Building C, 9 units in Building D).

To facilitate this re-purposing the facade would require minor reconfiguration to ensure each apartment is provided with sufficient light and ventilation but the overall external aesthetic would not need to alter. The common corridor in both the current and adapted layouts would remain in the same location. This would allow for all services to be transferred within the ceiling voids within the common services corridors in both situations and negate the need for any additional service risers.



On a typical floor plan, the current scheme has a total of 118 beds; the adapted floor plan 77 beds (41 fewer beds). With this in mind, the current plant, servicing and ancillary provision should be sufficiently sized to serve the adapted scheme.

Effective Management - The applicants have agreed that the accommodation would be operated under a long term management platform including a single management and lettings entity across the whole development and the details of this would be secured through a Legal Agreement.

The legal agreement would also control the length of tenure of the non space standard compliant rooms to ensure that they were not occupied as permanent residencies.

Viability and affordable housing provision - The level of affordable housing in a development should reflect the type and size of the scheme as a whole and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, provide a lower proportion of affordable housing, vary the mix of affordable housing, or a lower commuted sum, where a financial viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20% or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 2224 bed spaces within a mix of shared apartments and studios. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes no contribution to the First Street SRF Area and develop a high quality scheme in terms of its appearance. All shared apartments which could be permanent residencies (1349 bed spaces) would comply with the Residential Quality Guidance and provide substantial areas of high quality public realm, high quality shared internal amenity spaces both directly for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council and its conclusions are accepted.

A benchmark land value of £16,176,371 is within the expected range based on comparable evidence. The Gross Development Value would be £297,135,000 which would give a profit of 15%. On this basis and given the costs associated with providing the public realm within the development, the scheme cannot support a contribution towards off site affordable housing whilst ensuring that the scheme is viable and can be delivered to the quality proposed.

Residential development - density/type/accommodation standards

The National Design Guidance (NDG) 2019 supports well designed homes and buildings which are functional, accessible and sustainable and which provide internal environments and external space that support the health and well-being of their users and all who experience them. The cluster units would align with those aspirations.

The increased demand for rented accommodation has resulted in professionalised accommodation which is institutionally owned and managed as long term assets. It is known generally as 'Built to Rent'. The co-living accommodation would similarly help to raise standards of management and customer experience. It would have more amenity space than a traditional scheme would include a Health & Wellbeing Centre, Café, Resident's Cinema, Resident's Communal Kitchen and Dining Areas, Resident's Lounge and Resident's Work from Home Space. All resident's only amenity spaces are located within minutes of the individual private bedrooms. The consolidated larger amenity space would be the main focal point and facilitate social interaction as well as residents coming together as a community.

The amenity provision aims to create a vibrant community. Exercise and wellbeing classes would enable people to meet in a relaxed setting and gym membership will be free for residents. The ground floor café would be open to the public to integrate the scheme into First Street.

The Legal Agreement would require agreement of the details of a management strategy and lettings policy along with a management strategy for the public realm to ensure that the development creates an attractive neighbourhood.

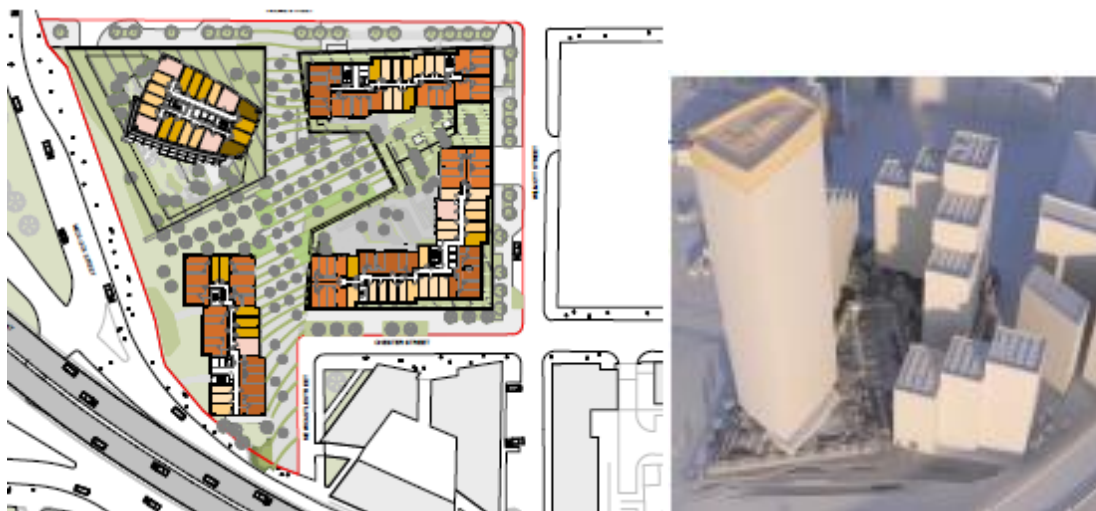
CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether buildings of between 10 and 45 storeys are appropriate in this location. These would be tall buildings and should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and the criteria set out in the English Heritage and CABE Guidance on Tall Buildings.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This assesses the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key issues are the appropriateness of tall buildings and its impact on the setting of the adjacent listed buildings which lie within 500m of the site. The design has been discussed at pre-application with Places Matter and public engagement took place

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

The 2020 First Street SRF addendum aims to continue the growth of the employment, leisure and entertainment opportunities in the area. The delivery of high density homes and public realm at First Street South is an essential component of this.



The addendum has taken into consideration design principles for additional plots within the expanded First Street Area and the context of development underway or planned in adjacent areas including Great Jackson Street and Knott Mill.



2018 Great Jackson Street Masterplan

The site is at a main entry point into the city centre. The entrance sequence into the City Centre and around the Mancunian Way has improved significantly over the past 10 years with academic and residential development introducing some very high quality buildings. The poor condition of this site undermines these improvements and undermines first impressions of the city. This development could transform the site and surrounding area and create a new place at a key entry point.

Large schemes have been developed in similar locations such as Oxygen, Isis, Sarah Points and Angel Gardens on Great Ancoats Street, the Renaker scheme at the Harry Ramsdens site and at River Street. The height and quality of development would enhance the cityscape and local environment in a similar manner and deliver similar benefits.

The proposal would use the site efficiently, maximising densities, with a high quality piece of architecture. A development of this scale is appropriate at this site so long as the impacts on the amenity of local residents are within acceptable levels.

The massing of the buildings would be broken down and the height distributed to retain sunlight and daylight to dwellings, amenity spaces and public open spaces. Breaks and gaps in elevations would allow glimpsed views between streets and public realm.

The impact of the proposal on sunlight, daylight and overshadowing on neighbouring developments and the surrounding area is set out later in the Report.

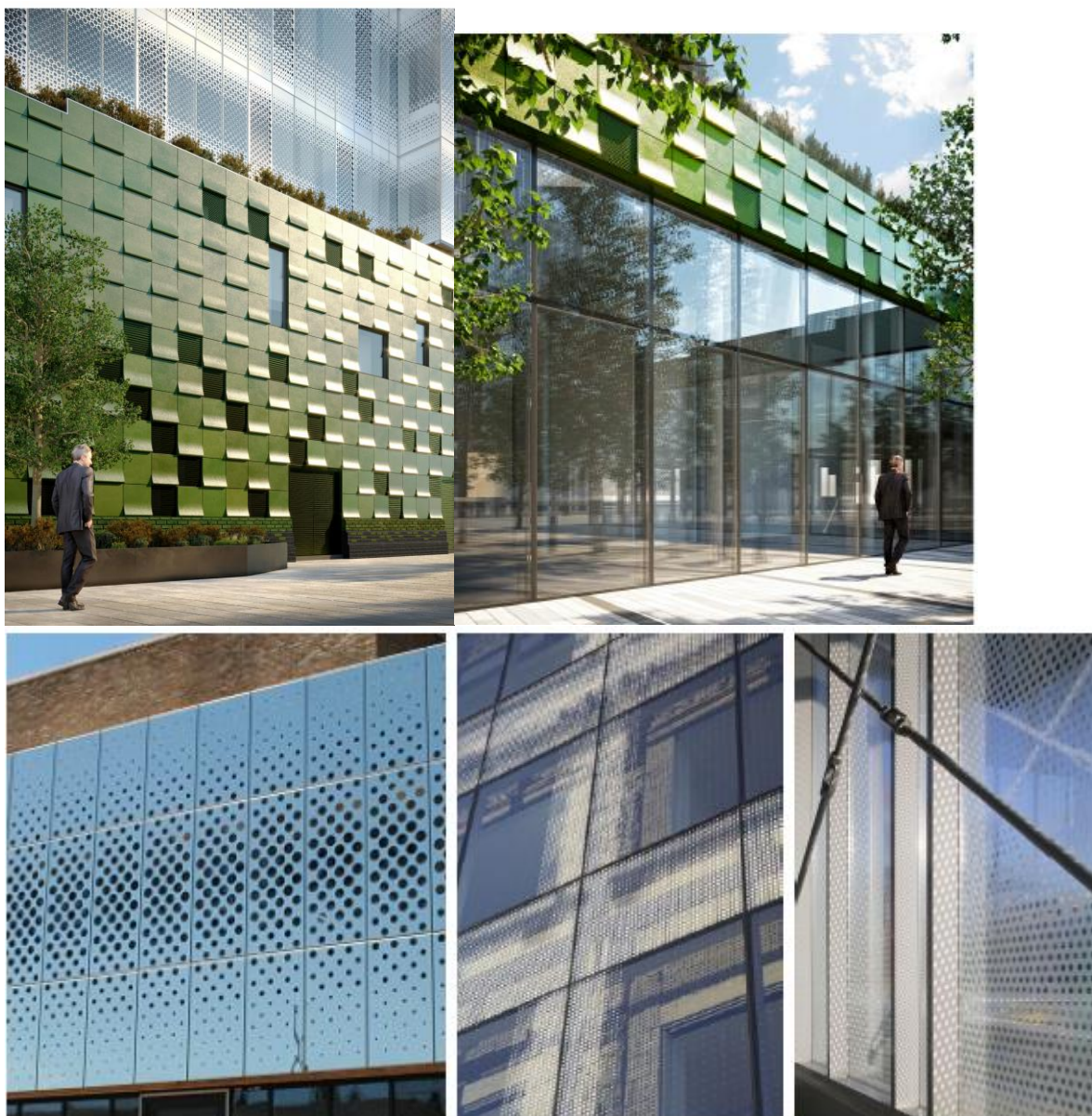


Tall buildings should help to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscape or landscapes, or intruding into important views. The site and its general context currently undermines the quality and character of the townscape at a main entry point into the City. The proposal would improve the area and use the site efficiently. The quality of the new public square, the enhanced streetscape and the public open space, and their interaction with the buildings, would unify the development. It would create a single destination with a recognisable character. The ground floor uses should strengthen the street frontages and provide natural surveillance.





The building should respond to its immediate context and the wider City context. The design and materials would be consistent with a limited palette of high quality materials. The podium would be faced in terracotta seeking to visually embed it in the landscaping. The buildings above would contrast with the solidity of the podium. The unitised glass curtain walling would respond to different weather conditions and times of the day to create a dynamic appearance. The use of glass differentiates these new modern buildings and contrast with the nearby Macintosh Mill complex.



Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). Photomontage visualisations show the appearance of the proposal where it is visible and verified 'wireline' views where appears behind the intervening townscape. 16 key views have enabled a qualitative assessment to be undertaken.

This demonstrates that the proposal would only having localised and short-term significant effects on townscape character during the construction phase.

Once complete the development, and particularly the tower would be substantially taller than some adjacent areas, although comparable to other towers in the immediate area, including Deansgate Square, Elizabeth Tower and Beetham Tower.

It would have some localised significant visual effects when viewed from the closest smaller scale residential areas to the south; from around First Street/Medlock Street/Hulme Street; and from the Mancunian Way.

Within views 1, 2, 3 and 4 impacts would be long term beneficial.



Existing (above) and proposed (below) views 1,2 and 3 (Hulme St, First Street North and Hulme St Arch)



Existing and proposed view 10 (River Street/ Medlock Street)

In this view the impact would be beneficial improving the quality of the visible townscape.



Views 7 and 13 existing and proposed (Newcastle St and Clarendon St)

In the above views impacts could be considered to be adverse due to the contrast in scale and massing of the main tower but as part of the backdrop of tall buildings that form the south-west city centre skyline and are considered on balance to be positive elements as part of the evolving townscape. In all other views impacts would not be significant.

The TVIA demonstrates that townscape and visual effects would be mitigated by the design of the proposal and its positive contribution to place making. It would improve the visual amenity of the site and improve the gateway views from the Mancunian Way and Princess Road.

Although future committed developments have been considered as part of the cumulative effect assessment, much of the change to the local townscape character will have already taken place as a result of baseline committed developments and the townscape and visual effects remain as assessed in this existing scenario (including those under construction), rather than increasing as a result of its combination with future committed development.

The proposal could affect the significance of nearby designated and non-designated heritage assets through development within their setting, rather than direct effects. 8 key views from the analysis have further enabled a qualitative assessment to be undertaken of the effects on identified heritage assets.

The proposals would introduce a substantial and dominant new structures near to the grade II listed Mackintosh Mill and Cambridge Mill. The site is within First Street where dense development is envisaged and the proposal would restore the dense urban grain of the site. It would not dramatically change the City's skyline and would resolve the negative impact of the site. The development would have a negligible impact on the identified heritage assets and the historic and functional significance of these assets would not be undermined.

The proposal is a significant distance from the Whitworth Street and Castlefield Conservation Areas and would have a limited direct impact on their character and appearance. The tight urban fabric in and around the Whitworth Street Conservation Area mean that the development would not be very visible. The Castlefield Conservation Area is less built up but large developments at Great Jackson Street mean that the development would not impact on the appearance or character of the Conservation area. In both cases any impact would be negligible and the development would preserve their character and appearance.

The quality of the proposal and the enhancement to the townscape would mitigate against any instances of adverse harm and would sustain the heritage values of the identified heritage assets. Overall, the proposal would have a negligible impact on the special architectural and historic interest of the identified listed buildings and the Whitworth Street and Castlefield Conservation Areas.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

There are no World Heritage Sites nearby. Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings and to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 193, 194, 196 and 197.

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal on the setting of adjacent listed buildings and the nearby Castlefield and Whitworth Street Conservation Areas would be less than substantial. Paragraph 196 states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 127).

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals these would include:

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the a use which would support the regeneration of the First Street SRF Area;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level within the new public realm through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision: The Core Strategy requires that proposals for tall buildings should create an attractive, pedestrian friendly environment. To support high density schemes such as this public spaces should provide shared outdoor amenities for residents, employees within a high quality, safe and accessible environment. This requirement is considered to be central to the successful regeneration of this corner of FSS. These requirements are

is augmented by the Executive Report requirement for co-living developments to include public realm and open spaces as part of a clear place making strategy.

The proposed public realm features a central publically accessible square with a mix of hard and soft landscaping which would be accessed from routes across the site linking Medlock Street to the west, Hulme Street to the north and the Mancunian Way to the south. Thus the proposal would connect into existing routes within First Street and beyond and create stronger linkages between and movement patterns and connections between the City Centre, and Hulme. The proposed public realm would set high standards for future development in the area. This would include street trees, planters, street furniture and high quality paving. Intended to form a bookend to Tony Wilson Place, in contrast to early phases of First Street, the public realm would be greener, more intimate and be more residential in character, reflecting the surrounding uses and the proximity to Hulme.





VIEW EAST FROM MEDLOCK ST ACROSS PUBLIC SQUARE

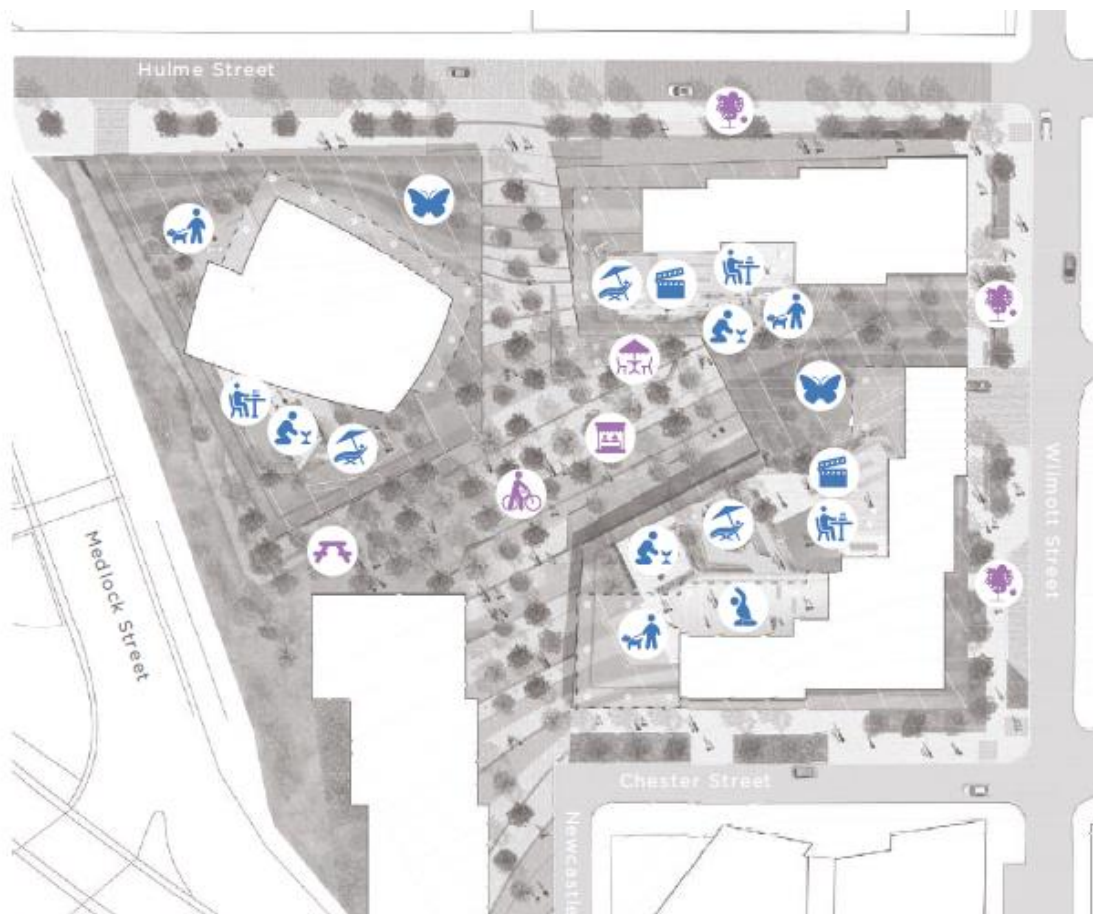
The SRF identifies the following design criteria which the proposed public realm would align with:

- Streets within FSS should be treated as familiar environments that support a mixture of pedestrian, cycle and vehicle through movement. Measures should be taken to carefully manage the degree of vehicle access to minimise negative impacts on residents and visitors;
- FSS should be characterised by generous street landscaping, including linear tree planting and robust high-quality hard surface materials for pavement and carriageways;

- Large scale tree planting should help provide a buffer to highway edges of FSS to the west and south;
- Clearly defined landscaped public open space should be provided to create informal recreational amenity for residents in locations that can be used without disturbing the residential amenity of immediate neighbours.
- All units within FSS should be provided with appropriate levels of private and communal amenity space. Communal amenity space should be secure and only accessible by residents of the building or plot in which it is located.

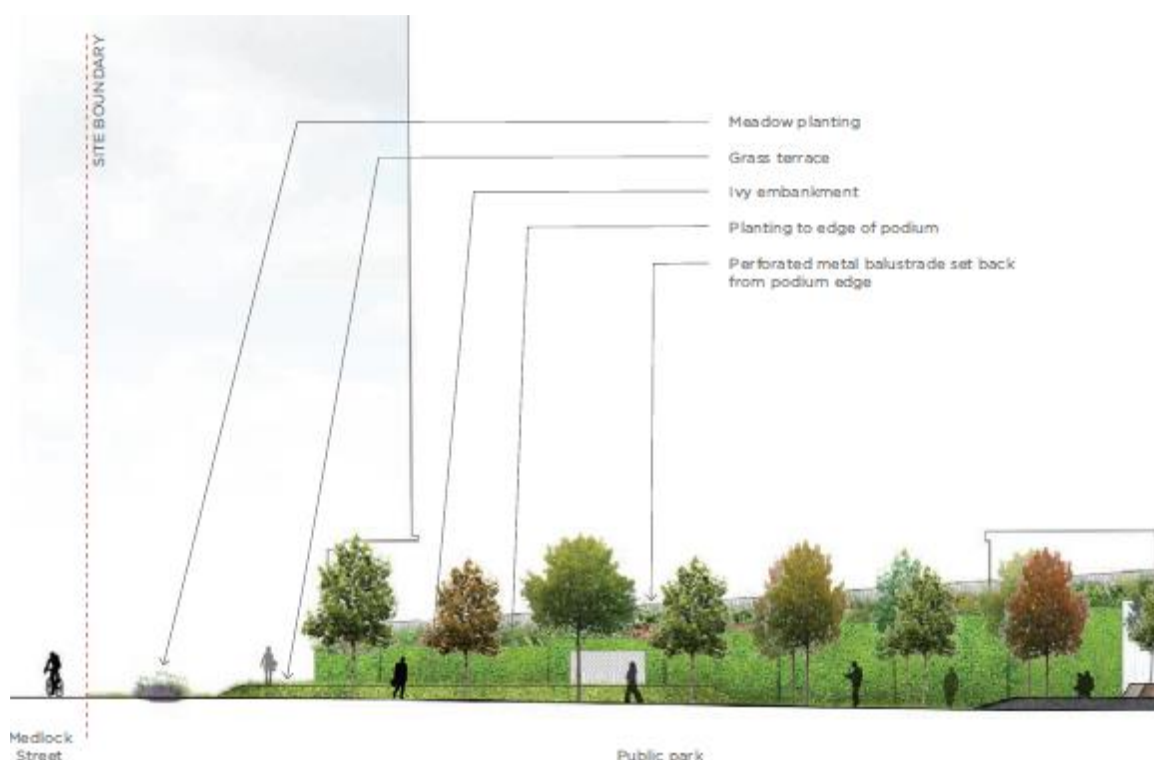


The public realm would create a new place for people to gather in which to relax, and socialise. The proposals include extensive green landscaping for both future residents and also the existing community. Residents of each building would have access to a series of interconnected outdoor spaces, set at different levels. These terraces would provide a variety of uses including communal events space, outdoor cinema, eating and socialising, growing areas and intimate quiet gardens. All designed to encourage interaction between residents and provide opportunities for escape from the urban surroundings.



The Mancunian Way is a huge physical and visual barrier in the City which has also severed the local community from the city centre. This severance does need to be addressed in order to ensure that different components of the city are fully integrated. Developments on the ring road are well placed to assist this. The new pedestrian and cycle footpath would encourage sustainable modes of transport and the attractive green setting would create a tranquil place in which to relax, socialise and exercise.

Opening up the site both visibly and physically to ensure will ensure that it is a gateway between the City Centre and Hulme which would include the creation of a welcoming pedestrian crossing point from Newcastle Street and across Mancunian Way. The proposed pedestrian route through the Site would provide a change-of-pace from the frantic pace of the surrounding heavily trafficked roads in a safe, relaxing environment.



The surrounding streets have been designed as an integral part of the public realm. The proposal is to reduce the width of the vehicle carriageway along Hulme Street, Wilmott Street, Chester Street and Newcastle Street to establish pedestrians at the top of the movement hierarchy and create a more generous, accessible and attractive streetscape for new and existing local residents. Widened pavements around the development will enhance existing pedestrian connections via Hulme Street, Wilmott Street and Chester Street, to the surrounding neighbourhood.

There would be a consistent palette of hard materials, planting and street furniture to create a public realm which is distinctive, legible and defines a distinctive identity. Street trees and street lighting would reinforce character and the importance of routes.

The trees would be semi mature to provide an immediate impact and have 2.5m clear stems to provide sightlines and promote personal safety and passive surveillance. Where trees are in planters these would be within areas within the applicants control rather than on public highway and would be maintained by the applicant.

Tree planting would help to provide areas of shade which are particularly useful for protecting vulnerable children and older people from the effects of the sun. Deciduous species with autumn and spring colour would maintain interest throughout the year. The approach to planting design would be a response to the different microclimates created by the design, by selecting plants which naturally grow within the equivalent natural habitat zone. The zones would range from exposed area of low soil build up to shaded, sheltered niches on the podium, and sunny meadow with the open space at ground level.

The buildings have been designed as an extension of the central public. Active frontages are fundamental to create hustle and bustle throughout the day. The environment created would be welcoming and inclusive.

The Park would be a place for everyone including older people. It would accommodate day to day uses including active; passive; community; arts and culture; and environmental. This would provide somewhere for everyone irrelevant of age and physical ability, race, belief or sexual orientation.

The public realm would be open 24 hours a day and would have no gates to control access / egress. There would be an on-site maintenance and management team. Final details of the management and maintenance of the Park would be form part of the Legal Agreement.

The design would promote health & wellbeing and to help to Manchester residents to live longer, healthier and more fulfilled lives. The public realm would accommodate the needs of all including older people. The final details would be agreed by condition and would include a need to adhere to MCC guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

Regular resting spaces are provided with a range of seats. Seating would be at the edge of the spaces where there is good surveillance and good lighting, There would be benches with back and arm rests. Bins would be at key path junctions and would not be directly next to seating. The bins would include segregated recycling. with raised kerbs demarcating between vehicle and pedestrian spaces, tactile and drop paving to crossings, paving contrasts at level changes, handrails and or balustrades where required.

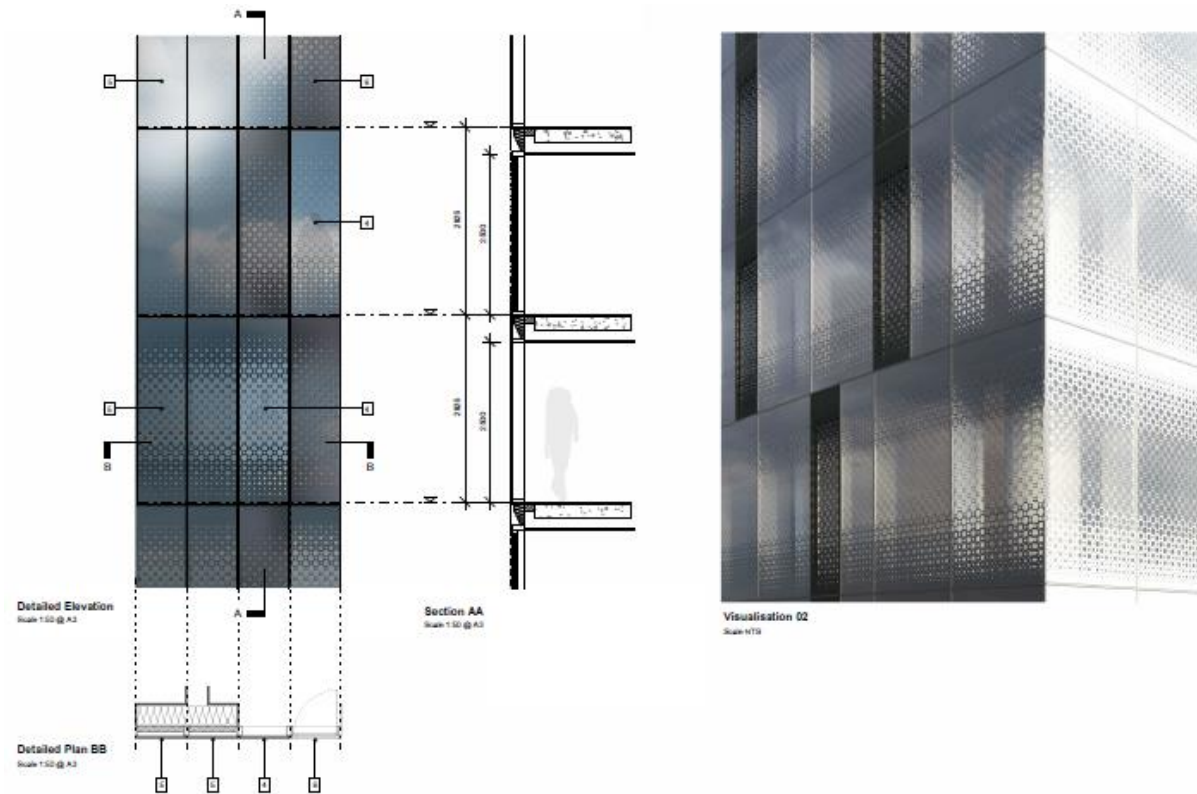
A signage strategy would help with way finding and up immediate destinations and beyond along with key transport hubs i.e. Oxford Road / Deansgate train stations and nearby tram stops.

Architectural Quality

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

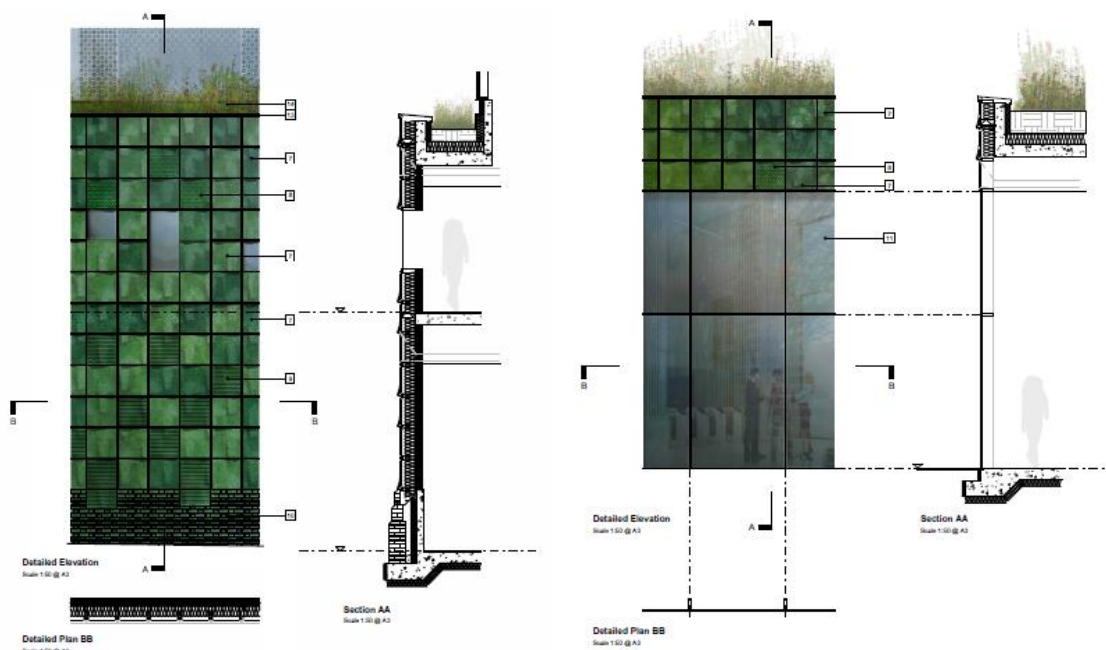
There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings in corten steel, metal cladding and glazing. The terracotta and brick within the base of the development would respond to the brickwork of the former mill buildings. By contrast the glazing at the upper levels would provide a dynamic modern expression to announce this key City Centre gateway location.

Each block would have a regular geometric composition, which would be complemented by a uniform approach to the cladding.



Fritted ceramic horizontal banding would help to reinforce the steps in plan. Each glazed panel would have a repeating white ceramic frit pattern. Natural ventilation would be provided to the majority of rooms through an anodized metal panel. The opening door behind would be glazed to increase light and views out. The same fritting pattern would be used on the vent panel covers to unify the facades.

Each panel would be double glazed to keep a uniform appearance. The white banding produced by the frit pattern would wrap around the buildings on all sides. When the frit reaches the western facade of Building D the frit colour is dark blue grey and the metal vent panels are darker in colour.



The podium would be edged in a green pixelated façade with glazed terracotta and metal vent panels all set out on the pixel grid and random windows of different sizes and orientations. This pixelated facade wraps the podium on Chester St, Wilmott St and Hulme St. The pixelated facade provides a level of visual animation to the more functional areas of the building. The stepped brick around the base adds a level of robustness to areas which would see heavy traffic such as around doors and car park entrances. Metal vent panels or doors, colour matched to the glazed terracotta, are proposed where plant ventilation or access is needed to back of house areas.

The use of areas of full height glazing onto the public realm would enhance natural surveillance and blur the boundaries between inside and outside areas and allow activity to spill onto the key pedestrian routes through the site.

The materials would be more robust around plant, bin stores or bicycle stores. The back of house functions are generally on the west side of the building away from Newcastle St. The environment on the west of the building has more traffic with air quality issues and noise pollution. To respond to this, a white brick facade is proposed to solid areas. The colour responds to the overall facade design but adds a level of robust protection. The brick is stepped to add relief and texture.

Credibility of the Design

A range of specialist consultants have contributed to the scheme. Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team are familiar with the issues associated with developing high quality buildings in city centre locations and recognises the high profile nature of the proposal. They have a track record and capability to deliver a project of landmark quality which is an appropriate design response for this prominent site which complements the area. The range of technical expertise that has input to the application is indicative that the design is technically credible.

A significant amount of time has been spent developing the proposal through a number of design stages to deliver a viable development of the right quality which can be delivered.

The applicant has operated and managed large schemes over many years and consider that concentrating amenity provision in one zone has proven to offer occupants a greater variety and higher quality offer.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision) – The location is highly accessible and would encourage the use of more sustainable forms of transport. The proximity to employment opportunities, the Universities and Hospitals, shops, restaurants, bars would mean that many residents would access these facilities by walking.

There would be 26 car parking spaces including 10 spaces suitable for use of disabled people all with electric charging capabilities to encourage use of electric vehicles. There would be 2 Car Club spaces on Hulme Street. It is anticipated parking spaces would mainly be used when people are moving in and out of the development.

600 cycle parking spaces would be provided for residents and staff and further space would be reserved to increase this by up to 30% / 150 spaces subject to demand. Cycle parking within the public realm would also be secured through a condition. It is anticipated that there would be minimal amounts of private vehicles due to the site's highly sustainable location.

A traffic assessment has aimed to minimise disruption to the highway and adjacent businesses. Servicing for the residential and retail units would be at vehicular pull offs on Hulme St, Wilmott St and Newcastle St. There are parking restrictions on the local highway network. The proposal is unlikely to generate any significant impact in terms of highway safety and would not produce a significant increase in traffic flow/ loading requirements.

The Head of Highways has no objections but conditions would require final details of a service management strategy and off-site highways works, including pavement reinstatements and finishes to be submitted. A further condition would require a Travel Plan to be agreed prior to occupation, to be monitored and revised within 6 months of occupation.

Sustainability

Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Environmental Standards Statement assesses physical, social, economic and environmental effects in relation to sustainability objectives. It sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term

viability and ensure compliance with planning policy. Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods.

The energy strategy has been mindful the City's Climate Emergency declaration and the need to consider the wider aspects of climate change mitigation and adaption. How the scheme contributes to Net Zero Carbon targets through operational and embodied carbon have been considered in the development of the scheme.

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013. The proposal is expected to achieve the following reductions Blocks A&B 19%, Block C 23% and Block D 16.8% relative to Part L (2010) and a commitment is made to achieving at least 9% dwelling emission rate reduction relative to Part L1A (2013).

A flexible energy strategy would provide the infrastructure to link into the future district heat network and would allowing the scheme to become a zero carbon development over time as the national grid electricity system decarbonises.

Beyond this other key components of the approach are as follows:

- High specification building fabric and design details and an efficient communal heating system, would minimise the building energy demand. The glazing, ventilation system and solar control glazing are would optimise solar gains and limit the propensity to overheat reducing heat losses with consequent lower emissions;
- Use of electric space heating. As the UK electricity grid CO2 footprint continues to reduce, so too will the carbon emissions associated with this scheme. Electric strategies are 100% efficient and only use what is required reducing overheating;
- Each apartment would have individually controlled on demand hot water fed from a heat exchanger and pump set located in the buildings' energy centre, from where temperature hot water boilers will be distributed throughout the accommodation;
- Combined heat and power units will supply low carbon energy for hot water demand for the majority of the apartments within the scheme, with provision to enable future connection to developing heat networks in the vicinity;
- High efficiency heat pumps (due to them transferring heat rather than generating it) will supply space heating for all non-domestic areas (café, gym, amenity) zones within the scheme;
- Photovoltaic arrays will be integrated on the roof linked to the landlord supply delivering on site zero carbon energy;
- Integrated white goods would have as a minimum an A+ energy rating;

- Electric car charging points would be provided;
- Heat recovery systems and mechanical extract ventilation to maintain a healthy living environment reducing energy demand and lowering emissions;
- 100% low energy and/or LED internal lighting;
- All external space lighting to have dedicated energy efficient fittings and controls;
- Corridors would be naturally ventilated;
- Guidance for green living supplied to all residents – changing people's behaviour would lower emissions from the development.

The handling of waste during construction and operational would minimise waste and reduce the building's embodied carbon footprint.

A further analysis of overheating will be undertaken to refine the design. The building massing has been cut away to maximise solar gains to and around the site. Further analysis will consider the anticipated rise in summer temperatures as a result of climate change. The dwellings would be specified with insulating materials that reduce the construction phase impact of this scheme upon climate change.

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation

Features associated with the development which would contribute to achieving overall sustainability objectives would include the following:

- The sites highly sustainable location should reduce its impact on the environment;
- The new apartments will be designed to reduce mains/potable water consumption and will include water efficient devices and equipment;
- The landscaped areas of the development will be irrigated solely by precipitation throughout all seasons of the year to reduce unregulated water consumption;
- During occupation, the building will benefit from recycling facilities to enable the local authority waste reduction targets, diverting more materials away from landfill and reducing the occupants' carbon footprint further;
- A net increase of c.118 trees on site and wider green infrastructure would offset carbon emissions and increased shade within the local area and evapotranspiration from the trees and planting will also mitigate the urban heat island effect;

- The height massing of this scheme would allow for the movement of air throughout the development and surrounding area and reduce the urban heat island effect;

Sustainable Construction Practices and Circular Economy – A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is an evolving area. A number of approaches to benchmark and minimise levels of embodied carbon at each design development stage have been set out that could be considered as part of an overall Reduction Strategy including the use of the following:

- Carbon Leadership Forum Embodied Carbon Forum Benchmarking
- RICS adopted the WRAP system - free to use, whole life Building Carbon Database to capture embodied carbon data for whole buildings.

The proposal would contribute to sustainable design and construction through the following measures:

- Ethical and responsible sourcing of all materials; Where possible, materials are to be sourced locally minimizing emissions from transport; Minimise materials with high embodied energy impacts;
- Post Tension slabs (compressed high strength panels which use less materials than traditional panels);
- Off-site manufacture to reduce waste – i.e. Glazing panels / Bathroom pods;
- Use local natural materials: Vegetation to be native species; Natural internal materials - timber, wool; Water based paints where appropriate;
- Designing the building for disassembly and the circular economy: re-appropriation of the building; elements of the building to be used elsewhere; detailing to be Long life and robust; and
- Target zero construction waste diverted to landfill: Standardization; Designing the scheme to maximise repetition in unit sizes.

The approach to benchmarking embodied carbon will inform the decision-making process identifying materials or systems that contribute to a building's embodied greenhouse gas emissions and prioritise materials that make the most difference and highlight materials solutions or alternative designs that have the biggest impact. Details of a strategy for benchmarking embodied carbon could be a condition.

The proposal would make a positive and proactive contribution to the City's objectives and is, subject to the ongoing decarbonisation of the electricity grid and the ability to connect into a district heat network, capable of becoming Net Zero

Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Effect 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 impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing used specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. It made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The daylight and sunlight received at Macintosh Mill, Chorlton Mill and Cambridge Mill, 1-39 Clarendon Street, 21-27 Newcastle Street, 2-72 (even) Rockdove Avenue and 55-95 (odd) Rockdove Avenue were assessed. Only sensitive windows facing the site were modelled. The baseline is the site in its current condition.

The assessment has scoped out other developments at Premier Inn and student accommodation at Parkway Gate, New Medlock House, River Street Tower and Student Village on Lower Chatham Street as they are occupied on a temporary and short-term basis, rather than used as permanent residences.

Schemes under construction and with permission have been considered within a separate assessment of the cumulative impact.

Demolition and Construction

Effects would vary throughout the demolition and construction phase and the effects would be less than the completed scheme.

Daylight Impacts The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive and can comprise a series of 3 tests. 2 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) have been carried out in relation to this proposal.

VSC considers how much daylight is received at the face of a window by measuring the percentage of sky that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available and the less well-lit the room would be. To achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants. This allowance would result in the setting of an alternative target of 21.6% for NSL- measurements in excess of this value are considered to be an acceptable tolerance given the sites context.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be inadequately lit, but there is a greater chance that the reduction would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures as this would not be noticed by the occupier. Therefore and alternative target of 21.6% has been set for VSC and measurements in excess of this value are considered to be an acceptable tolerance given the sites context.

For the purposes of the impact analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The existing cleared site means that buildings that overlook it have received unusually high daylight levels in a City Centre context. This does not represent a typical baseline situation of a densely developed urban environment.

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built.

The assessment has been based on some assumptions as to the size, arrangement, and use of the rooms behind the neighbouring windows. Some assumptions have been informed by getting particulars available from the internet, lease plans available from Land Registry, and from Planning Applications.

The extant permission at the site is not material to this assessment.

Operational Effects – Daylight

With the development in place Macintosh Mill 126/136 (93%) of windows and 80/84 rooms would meet the 21.6% targets; Chorlton Mill 176/180 (98%) of windows and 86/86 (100%) of rooms would meet the 21.6% targets; Cambridge Mill 95/95 (100%) of windows and 74/78 (95%) of rooms would meet the 21.6% targets; 21-27 Newcastle Street 10/10 (100%) and 4/4 rooms (100%) would meet the 21.6% target

; 23-29 Clarendon Street 87/106 (73%) of windows and 52/106 (49%) of rooms would meet the 21.6% targets; Rockdove Avenue (2-72 and 55-95) 114/114 windows and 114 rooms would meet the 21.6% alternative target;

Within Macintosh Mill there are 10 windows (7%), serving four presumed Lounge Kitchen Diners (LKD's), which would not achieve the VSC value of 21.6%. The impact upon these rooms is considered however to be of minor adverse impact significance, for the following reasons:

- All ten of the windows do not achieve the BRE's VSC target with the site in its current condition. This is because their outlook is restricted/limited by the remainder of Macintosh Mill, with mass both alongside and in front of the windows and the lowest of these windows are below pavement level. The low VSC values mean that in practice, any development of the site is likely to result in VSC reductions which, even if small, result in an inflated magnitude of change;
- All four rooms affected experience negligible reductions in daylight distribution / NSL;
- All four rooms are served by multiple windows, mitigating the effect of reduced VSC (as compared to a room served by a single window).

Four rooms (5%) would experience a reduction in NSL that would be noticeable to the occupants, however reductions are limited to Low magnitudes of change, with all four of these rooms served by a window achieving the alternative target.

Within Chorlton Mill 4 windows (2%) serving LKDs – and each of significantly limited capacity to receive daylight by the large chimney of Chorlton Mill - which would not achieve the alternative VSC value of 21.6%. These windows would also experience a reduction of between 20% and 30% VSC. The impact upon these rooms is considered to be negligible and non-significant impact significance for the following reasons:

- Each room also receives daylight from three other BRE compliant windows; and;
- Each room experiences no reduction in daylight distribution within the room / NSL.

All 86 rooms appraised (100%) would experience no reduction or only negligible reductions in NSL.

Within Cambridge Mill Four rooms (5%) would experience a reduction amounting to a Minor magnitude of change, and one would experience a Moderate magnitude of change in NSL. All four of these rooms would however be served by a window exceeding the VSC target of 27%.

Within 23-29 Clarendon Street there are 32 windows (27%) which would experience minor to major VSC reductions however of these:

- 6 windows (5%) are very small, and it is probable that these serve non-habitable rooms such as WC or circulation space.

- 10 windows (9%) are set within a recess, with structure to the sides and above the window limiting capacity to receive daylight. It is also noted that within the current baseline site condition these windows already have a VSC of 6% or less in the meaning that even small reductions in VSC, typically of 3% VSC or less, can equate to a Moderate or Major magnitude of change. Further, major magnitudes of change are limited to these windows set within a recess.

Considering the likely use of these rooms as LKDs or bedrooms, the impact significance upon these windows ranges from negligible and non-significant (6 windows-5%) to minor to major adverse (10 windows -9%).

The remaining 16 windows (13%), assumed to serve LKDs and bedrooms, are all located at 5th floor level, below projecting eaves. The impact of the eaves is such that even modest reductions in VSC (all of under 6%) to these 5th floor windows would result in impacts which are considered to be minor or moderate. Overall, the impact significance upon these windows is considered to be minor-moderate adverse.

Overall, 52 rooms (49%) would experience no reduction or negligible reductions in NSL. 26 rooms (25%) would experience reductions NSL amounting to a Minor magnitude of change.

There are 28 rooms that would experience moderate or major reductions in NSL. Of these:

- 8 rooms are located on the 5th floor, beneath the projecting eaves that limit the extent to which the sky is visible from within the room.
- Of the remaining 20 rooms, 13 are located within a recess or adjacent to projecting structure, increasing their sensitivity to reductions in sky visibility.

On balance, it is considered that the significance of impact from the proposed development on the adjacent properties would be negligible to non-significant for Macintosh Mill, Chorlton Mill and Cambridge Mill (all Cambridge Street) , 21-27 Newcastle Street, 2-72 (even) Rockdove Avenue and 55-95 (odd) Rockdove Avenue and minor moderate adverse for 1-39 Clarendon Street. These impacts are not considered to be significant in terms of EIA regulations.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours

during either period; and has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Where sunlight is reduced by over 20%, it does not automatically mean that sunlight would be insufficient but the loss may be more noticeable. This allowance would again result in the setting of an alternative APSH targets of 20% and 4%. The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations.

As it has not been possible to determine all of the room uses within each of the main neighbouring properties, nor is it clear which window should be considered as the 'main windows' for the purpose of the APSH sunlight assessment, in Quantum Apartments all rooms with windows facing 90 degrees south have been considered in the assessment. As many of the rooms are served by multiple windows or are dual aspect the results of the analysis have been done on a room by room basis.

With the development in place the Rockdove Avenue properties, 23- 39 Clarendon Street or 21-27 Newcastle Street are not key sunlight receptors because of the relationship of their windows to the proposal. The site is to the north of 23-39 Clarendon Street and 21-27 Newcastle Street, and to the north east of the Rockdove Avenue. As such they do not receive sunlight across the site.

Sunlight - Operational Effects

At Macintosh Mill 50/66 (76%), Chorlton Mill 81/86 (94%) and Cambridge Mill 4/78 (94%) rooms would meet the BRE targets.

For Macintosh Mill, 2 rooms assumed to be bedrooms, would continue to achieve an annual APSH in excess of the BRE target and residual Winter APSH would meet the alternative target.

10 rooms would continue to achieve an annual APSH in excess of the BRE's target or meet the alternative target, but not the winter APSH target. Of these 6 bedrooms would experience a high magnitude of change and of low sunlight sensitivity. The impact significance upon the Winter sunlight on these 6 rooms would be moderate - minor adverse. The impact significance upon the Annual APSH of these rooms would however be Negligible.

4 rooms (6%) that would experience a high magnitude of change to Winter APSH are LKDs and of high sunlight sensitivity. The impact significance upon the Winter sunlight amenity of these 4 LKDs would be concluded as being Major adverse. The impact significance upon the Annual APSH of these rooms is considered to be Negligible.

4 bedrooms located at lower ground level would achieve neither of the BRE's Annual or Winter APSH targets, and also experience a magnitude of change ranging from Minor to Major. Given the lower sensitivity of these bedrooms, the impact upon the sunlight amenity can be concluded as moderate – minor adverse.

The impact significance upon the majority of the building is considered to be negligible and non-significant. For those rooms with a minor or moderate adverse impact, their location below ground level or situated adjacent to other parts of Macintosh Mill inherently limits their capacity to receive direct sunlight, particularly in winter. Year round, the significant majority of the rooms would achieve BRE APSH values (25% and 5% respectively) or the 20% / 4% alternative targets. Low Winter and/or Annual APSH values in the current condition suggest that any development of the neighbouring plots of the First Street Masterplan are likely to impact upon the sunlight of these rooms. Overall the impact on this building would range from non-significant to limited (4 rooms / 6%) moderate adverse.

4 bedrooms would achieve the BRE's Annual APSH target but would not do so for winter when they would experience a major magnitude of change. As these are sensitive the impact would be minor adverse. All four bedrooms are close to a projecting part of Chorlton Mill south of the windows which limits the amount of winter sun and all achieving the minimum required for BRE compliance. Bedrooms are considered to be of low sunlight sensitivity.

Given high BRE compliance and the limitations of the small number of low sensitivity rooms that do not, the impact would be negligible and not significant

For Cambridge Mill 2 rooms would continue to achieve an annual APSH in excess of the BRE target. The winter values would be comply with the alternative and the impact would therefore be negligible and not significant.

2 rooms would continue to achieve the BRE's Annual APSH target but would not be within 4% Winter APSH target. The reduction would be of minor magnitude as both rooms are close to a projecting part of Cambridge Mill to the south of the windows. This significantly limits the amount of winter sunlight they receive. The rooms are overall well sunlit, on account of their Annual APSH values exceeding the BRE targets.

On balance, it is considered that the impact significance of the proposed development on this building as a whole would be negligible and non-significant.

Sunlight to open spaces

Open spaces should retain a reasonable amount of sunlight throughout the year and at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

The sunken courtyard / amenity area of Macintosh Mill would experience a negligible reduction in the area required to be assessed under the BRE requirements for sunlight to amenity areas. James Grigor Square located to the north west of the site is too far away from the site for its sunlight amenity to be materially affected by the

proposed development. External areas to the south of the site (Newcastle Street and Clarendon Street) have not been assessed due to their orientation.

For the proposed scheme four of the five areas would pass the BRE's time in sun test, all four areas receiving direct sunlight for at least two hours per day to at least 50% of their area.

Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Cumulative Effects

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Completed Development

Having researched and considered the location and massing of other property developments within the vicinity of the application site many can be scoped out of any cumulative assessment as due to their massing and relative location they would not have any material cumulative daylight and sunlight impact on any of the neighbouring buildings and external spaces. However, the massing of the following neighbouring approved property developments: Plot 9 First Street (App ref no 121462) and Hotspur Press (120635) have been considered as key neighbouring receptors and have been evaluated as part of the cumulative review.

Daylight Impacts

In terms of NSL, there would be no material extra over impact as a result of cumulative developments, with the same numbers of rooms experiencing Negligible, Minor, Moderate and Major magnitudes of change in the Proposed Condition.

There would be a small number of windows to the following buildings that would experience an extra over reduction in daylight amenity: Macintosh Mill, Cambridge Street; and Chorlton Mill, Cambridge Street.

Whilst the windows of Macintosh Mill would experience an extra reduction in daylight amenity cumulatively this would be non-material and nonsignificant. Cumulatively 125 windows (92%) would achieve the BRE target, or the alternative 21.6% target, and 78 rooms (93%) would experience a Negligible magnitude of change to NSL, with six rooms (7%) experiencing a Minor magnitude of change, the same figures as with the proposed development. 90 windows of the 136 appraised would achieve the BRE's Targets. 1 extra window, serving a bedroom, would experience a non-BRE compliant impact cumulatively. The magnitude of change experienced by this

window is moderate in both with the proposals and cumulatively, however the slightly larger reduction in VSC means the window would fall just outside of the alternative target. The additional impact upon this window is the result of the development proposed for Plot 9. On account of the room's use as a bedroom, the cumulative impact significance upon this room would be Minor Adverse. However, considering the building as a whole, the extra impact cumulatively is negligible and non – significant.

The windows of Chorlton Mill would experience a small extra reduction in daylight amenity. 171 windows of the 180 appraised would continue to be BRE compliant. 5 windows, serving LKDS, would experience a material extra impact cumulatively. These windows are each located centrally behind the chimney of Chorlton Mill, and cumulatively would be impacted upon by the presence of the proposed tower of Hotspur Press. Notwithstanding this each of the rooms is served by multiple other windows that do not experience a material extra effect cumulatively. Further, each of the rooms would continue to experience a negligible reduction in NSL. On that basis the extra impact cumulatively upon these rooms and the building as a whole can be concluded as being negligible and non-significant.

There would be no material extra over or cumulative adverse impact on the sunlighting conditions to any of the sunlight receptors.

External Areas.

Cumulatively there would be no extra over impact upon the External Amenity area associated with Macintosh Mill. The additional cumulative massing would be located to the west and to the north of the amenity space, and is therefore would have no material impact. For the same reason noted above regarding the Macintosh Mill external amenity area, there would be no extra cumulative impact upon external amenity areas of the proposed development.

Mitigation /Additional Considerations

The following matters are however important in the consideration of this matter:

- In recognition of Macintosh Mill's residential use and proximity to the Site, the massing of the proposed development has evolved during the design process. Prior proposals for the Site have been reduced in height at the corner of Wilmott Street and Hulme Street, located closest to the Macintosh Mill, with a view to reducing the impact upon daylight and sunlight to the neighbouring building and lessening the visual impact of the Proposed Development.
- When considering the effects of the Proposed Development with minor and moderate impact significance, many of these windows and rooms are limited in their capacity to receive daylight and sunlight, due to their relationship with the massing of their own building. Examples being windows set within recesses at Clarendon Street, below pavement level at Macintosh Mill, or to the north and in close proximity to a projecting part of the same building, as at Chorlton and Cambridge Mill.

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, there will be less natural daylight and sunlight than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city housing;
- The site is within the City Centre and designated for high density development;

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines. Whilst there would be some minor to moderate adverse impacts, the majority of adverse impacts are to hotel bedrooms. The overall effect on daylight and sunlight is considered to not be significant in terms of the EIA regulations.

Wind

The wind environment can impact on comfort and safety in the public realm. Adverse changes should be designed out or minimised by mitigation. A Wind Microclimate report tested the impact on people using the site and the surrounding area by wind tunnel testing of a physical scale model and the industry standard Lawson criteria. To ensure the tests are conservative, semi-mature trees were modelled in winter format as were existing trees.

The assessment concluded that the wind environment could be affected and landscaping and building design features have been developed including: a single-storey pavilion extending from Building D; deciduous trees with substantial retained solidity in winter; bare branches around the podium and local streets; a 2.0 m high solid screen around Building A's west corner, porous, screens extending out from south side of the Building D pavilion, 50% porous, screen extending out from Building D, 50% porous, screen around the dog exercising area.

In addition, the results from the wind tunnel tests were applied to help define the podium-level areas which will be inaccessible, including the windiest areas, and focus outdoor seating areas unaffected by unacceptable wind levels.

With the above mitigation in place the following is noted:

Thoroughfares – Conditions would be suitable for pedestrian access to, through or past the site and the effect is negligible.

Building Entrances- The main entrances are located away from areas of potential accelerated winds or are locally sheltered and would be suitable for pedestrian ingress / egress. The effect is therefore considered negligible.

On site Amenity Spaces - The ground floor pedestrianised space cutting through the site experiences a range of conditions. The northern route between Buildings A and D, is suitable for at least leisurely strolling. The central space and route between Buildings B and C are suitable for general recreational activities, including periods of sitting or standing from spring through autumn, and would be considered suitable for children's play spaces. Much of these spaces extend these conditions into winter.

The north-eastern area is surrounded by the podium on three sides. The conditions would be considered suitable for café outdoor seating.

A majority of the podium-level amenity space on the south side of Building A is suitable for recreational activities including long periods of outdoor sitting.

Conditions in the southwest of the space would be too windy for sedentary uses. Given the extent of space enjoying suitable conditions for outdoor seating, this effect is considered no worse than minor adverse.

The podium-level amenity space on the northwest side of Building B and the majority of the podium-level amenity space on the south side of Building D would be suitable for recreational activities including long periods of outdoor sitting, such as for café outdoor seating. Conditions in the southeast of the space would be too windy for outdoor seating but are suitable for pedestrians. Given the extent of suitable space for outdoor seating, this effect is considered no worse than minor adverse.

The small dog-exercising area is suitable for active recreational uses, though conditions for short periods of sitting would be limited. Overall, conditions are expected to be tolerable for planned uses and this effect is minor adverse.

Surrounding Area - Conditions on surrounding streets would remain suitable for leisurely strolling and pedestrians and the impact is negligible. Conditions around main entrances to surrounding buildings and at the bus stop on Medlock Street would be acceptable.

Amenity Areas: Conditions within the central courtyard within the Parkway Gate student residence would be slightly enhanced and remain suitable for recreational activities including short periods of sitting or standing. As for existing Site conditions, the existing landscaping features, not represented in the wind tunnel, have potential to alleviate the winds to an extent the conditions would be considered suitable for long periods of outdoor sitting, such as for picnics, during at least summer. The sunken courtyard within Macintosh Mills, to the north of the Site, retains suitable conditions for associated recreational activities, including outdoor seating from spring through to autumn. The effect on surrounding amenity spaces is therefore considered negligible.

Cumulative Effects

The pedestrian level wind conditions in and around the Site, have also been assessed with the introduction of the future approved developments within the surrounding area.

The cumulative consented schemes were modelled for Plot 9 a+b, including plot 11 as proposed using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. This was, combined with adjusted meteorological data from Manchester Airport. It concluded that the intended uses remain acceptable with both developments in situ.

The wider cumulative effect on pedestrian safety and comfort is therefore considered negligible. No significant additional construction effects over and above those for the completed development are expected.

Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of surrounding roads. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

Good on site practices would ensure dust and air quality impacts are not significant and should remain in place during the construction period and should be a condition. Arrivals at and departures in operation may alter the use of the local road network. Detailed atmospheric dispersion modelling has been undertaken for the first year of operation and impact is considered to be 'negligible'. The premises would have air tight windows and mechanical ventilation.

600 cycle spaces are proposed. A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. All parking spaces would be useable by electric vehicles.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use. Cumulative effects with other committed development would be negligible for both construction and operational phases

Noise and Vibration - A report concludes that internal noise levels would be acceptable subject to appropriate acoustic design and mitigation.

The mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Delivery and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant.

Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition and provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

The potential noise impact within the public realm is considered to be negligible but a perimeter screen would be provided as part of the scheme which would provide reduce noise levels within the garden.

Telecommunications (TV and Radio reception and Broadband provision) –A Baseline TV Reception Report notes that the proposal could affect TV transmissions in the surrounding area; Terrestrial coverage for main services is generally of moderate quality in the shadow zone of the proposal and one location showed poor or no signal for six out of ten channels. Signal strength increases with the distance from the site. This could create small/moderate losses of signal strength and quality may result in noticeable interference especially in dwellings located concurrently within 1km from the development and within its shadow zone.

It is recommended that any reported television or radio interference should be investigated by means of a post-construction reception measurement. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition attached to any consent granted.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected into superfast broadband.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder - The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues - Any archaeological interest has been removed by previous archaeological investigations.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure

The site contains no statutory nature conservation sites; none are within 2km of the site and none likely to be directly affected by its development. There are three non-statutory SBI sites within 2km of the Site which are all situated upstream and 1.4km

or more away. Impacts on these sites are unlikely as there are no direct links. The habitats and plant species recorded within the Site are widespread and common throughout the UK and Greater Manchester.

The site provides low quality foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of the vegetation during construction and increased lighting post-construction would have a negligible impact on the conservation status of bats. There are indication of foraging behaviour at the River Medlock corridor and it is unlikely bats would commute to or across the site. Some areas of dense scrub and trees provide nesting habitat for birds, including some of conservation concern, and disused magpie nests were noted in some trees. All site clearance should be undertaken outside of the bird breeding season.

There are opportunities to maintain and enhance the biodiversity on the site, and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to the wider existing and developing green/blue infrastructure. The proposal would include a significant quantum of green infrastructure along with a bio –solar green roofs and an increase of tree cover. This would provide an opportunity to secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report and should be a condition. The new species proposed would be either native, or benefit the local ecosystem. Artificial habitat features are proposed such as insect boxes; planting to include nectar- and pollen-rich plant species to support pollinators, along with known food plants for butterfly and moth caterpillars; plants of differing structures and growth forms all of which would provide habitat for a range of different invertebrate species; use of plant species selected should take account of the specific environmental conditions of the site post-development including potential for shading, increased wind effects and drought along with any public use and maintenance requirements over the long-term; inclusion of green walls; and inclusion of biodiverse and green/brown roofs with at least a proportion in an undisturbed location to provide opportunities for foraging by black redstart and other bird species local to the area. The development would therefore result in a net gain in Biodiversity.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created across the site with the Park and Public Square as a focus. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value.

The design of the proposed public realm been considered in relation to mitigating impacts on climate change as well as improving biodiversity. Soft landscaping can provide climate change benefits in its own right:

- Carbon sequestration (CO2 offsetting) from the planting of new trees, a net 118 addition.
- The planting and provision of public amenity space will support the Sustainable Drainage Systems (SuDS), by means of interception and transpiration.

- The increase of c.118 trees on the Site would increase shade within the local area and evapotranspiration from the trees and planting would also mitigate the urban heat island effect. The height massing of this scheme has been specifically designed to allow for the movement of air throughout the development and surrounding area, thereby further reducing the urban heat island effect.

The Ecology report recommends that lighting should be sensitively designed to provide opportunities areas within the site for use by bats and moths.

Waste and Recycling - Each building would have a ground floor refuse store linked to the refuse chute. The refuse chutes would be located in the core and accessed from every accommodation level. This would contain a colour coded tri-separator compaction machine to enable residents to recycle pre-sorted separate waste streams which are then deposited into separate 1100L Eurobins. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. Compacted General Waste will be collected by a private service.

The bins would be accommodated within the buildings, and only taken out to the designated street a short time before the agreed collection and returned shortly after. The refuse collection strategy would be part of the Resident Management Strategy which would be covered by the legal agreement. The waste would be collected by Manchester City Council on a weekly basis.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) - The River Medlock appears by Cambridge Street 145m to the north, flows beneath Gaythorn Gasworks and reappears 235m to the northwest at City Road East. The site is in Flood zone 1 and is low risk site for flooding from rivers and from all other sources, with the exception of groundwater flooding which has a medium-low risk. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off. Measures to mitigate and manage current and future potential flood risk include; a drainage system designed so that there is no flooding to the proposal in a 1 in 30 year event and so that there is no property flooding in a 1 in 100 year plus 40% climate change event; any integral water storage will be sized for climate change based on the recommendations in the current advice from the Environment Agency; Surface water flow rates would be reduced to 50% of the existing brownfield rates; where possible, the use of 'green' SuDS solutions such as green roofs, infiltration trenches and swales and infiltration drainage incorporated into tree pit design, to improve onsite interception and reduce the total amount of run-off generated by the site; the proposal would be drained via the proposed drainage networks and as much of the new hardstanding as possible will be porous, which would reduce surface water run-off; and floor levels would be set above surrounding ground levels.

The porous pavements would reduce the risk of overland flow, slow the discharge rate of water into the public drainage network and reduce the initial discharge of water from the site during storm events. A further benefit from the use of porous pavements would be improvements in the quality of the water passing through these.

The mitigation during the construction and operational phases would ensure that the effect of the proposal on flood risk and surface water run-off would be low.

No significant cumulative effects have been identified. All other developments within the surrounding area would have to provide sufficient drainage to ensure that: surface water discharge rates are reduced compared to existing brownfield rates; and flooding will be carefully controlled and kept within individual plot boundaries

Contaminated Land Issues – The site is in an urban environment where industrial activities have taken place over time. The site has historically been utilised for a number of potentially contaminative land uses which includes a coal yard, engineering works and garage. Off-site potentially contaminative uses include the former Gaythorn gasworks and rubber works located to the north of the site. Some of the pre-commencement conditions on the previous residential consent were discharged and this included agreement of a detailed remediation strategy. The implementation of this would be a condition of any consent granted.

Disabled access – All apartments will meet Building Regulations Part M4(1), - Visitable dwellings, and requirements for accessibility for all visitors in DFA2. Just over 10% (149 units) of the shared-living rooms / studios would be fully accessible or adaptable for a disabled person. 10% of the apartments would be adapted with adapted rooms in some of the units with more than 1 bedroom.

Entrances would be flush and step free. Revolving doors would have accessible power access side doors provided. The entrance to the apartment lead directly to the circulation cores and each has three or two passenger lifts. All residential units are located along wheelchair accessible routes.

On site 24 hour management would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required. Within the car park Low level bike stands would be provided.

The external lighting would ensure that routes are adequately lit during daylight hours and after dark. Trees and furniture would be located and designed to keep pedestrian routes free from hazards.

Vehicular 'drop-off' points would be provided on Hulme St, Wilmott St and Newcastle St. These are incorporated into the landscape design located near the entrances for each Building.

10 parking spaces are designated as disabled sized 4.8 x 3.6m and would be located within 50m of the main entrances of Buildings.

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding.

Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

Construction Management – Measures would be put in place to minimise the impact 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. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Socio- Economic Impacts / Human Health - During the construction phase, approximately 541 full time equivalent (FTE) (including supply chain) jobs would be created at the site.

Local expenditure would also increase during the construction phase as construction workers use of local facilities. On completion the site could accommodate up to 2,224 people. The expenditure by residents should have a positive economic impact and help to sustain the economic viability of local services and facilities

Approximately 30 direct FTE jobs would be required to run the development. This job creation is considered to result in a permanent, minor beneficial effect on the local economy. There are 10 GP surgeries and 5 dental surgeries within one mile of the Site who are accepting new NHS patients. It is considered that the majority of the additional demand could be absorbed by the existing healthcare facilities.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can offer multiple benefits if its ecosystems are healthy.

The external amenity spaces, green roofs wider public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife corridors between the Medlock Valley and the City Centre. The provision of bat boxes and bricks, bird boxes and planting would be investigated through planning conditions.

Climate Change adaptation and mitigation and minimising embodied carbon have been central to the design development. Benchmarking of Embodied Carbon would inform the next stages of design and inform decisions about, building sub-structure, superstructure and façade and minimise construction waste.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

The majority of journeys should be by public transport and active modes, supporting the climate change and clean air policy. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals would include measures which could mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community.

In particular, the proposal would:

- Seek to maximise social interaction amongst residents;
- Would create a destination for the local community within the ground floor health & wellbeing centre and café and extensive public realm;
- Promote regeneration in other areas of the City Centre and beyond;
- Not harm the natural environment and reduce carbon emissions through design. The local labour agreement would provide job opportunities for local people.
- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents;
- improve linkages between the City Centre and increase the attractiveness of routes within First Street for pedestrians;
- Provide access to services and facilities via sustainable transport;
- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not have a detrimental impact on protected species;
- Would regenerate previously developed land with limited ecological value in a highly efficient manner; and
- The public realm will bring a new place for people to gather in which to relax, socialise and enjoy.

Cumulative impacts - A cumulative impact assessment has considered whether there are any significant major, moderate, minor or negligible impacts on the environment during the construction and operational phases of development.

During construction there could be some minor / moderate adverse and minor / major adverse impacts on neighbouring residential properties which would be short term arising from noise and vibration potential dust impacts during construction works. This would not be significant provided appropriate mitigation is put in place. There would be no significant effects on the highway network to local streets and key roads (construction and operational)

In combination wind impact effects would be minor to moderate beneficial. Daylight and sunlight impacts would be minor adverse overall.

In combination visual and socioeconomic impact effects would be minor to moderate beneficial.

The impacts relating to the construction phase are temporary and predictable. The cumulative effects of the operational phases would not be unduly harmful.

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 these measures are capable of being secured by planning condition. Overall given

the densely developed City Centre location with mitigation as described in this Report it is considered that there will be no unduly harmful cumulative impacts as a result of this development

Response to Objectors Comments

- Noise would be managed via the on-site operations being undertaken in line with MCC's required working hours of construction sites of 0730 to 1800h Monday to Friday and 0830 to 1400h on Saturday and with no work on Sundays or Bank Holidays. The construction activity will be for a temporary duration.
- There is a need to carefully balance the development of the proposals from the point of view of ground floor activation and sustainability. Any development requires plant, bin stores and cycle stores which can lead to less active frontages if housed at ground level. Putting the plant, car parking and cycle storage in a basement is 2 – 3 times more carbon intensive than that built above ground and on balance at odds with the objective of reducing embedded carbon. The development includes other measures to increase activation and vibrancy. The green wedge creates views onto the podium with high levels of planting and screening with trees. 62% of ground floor is a positive active frontage. Around Hulme, Wilmott and Charles St 34 trees are proposed, which help to screen the façade and add visual interest.
- The approval of a previous scheme with a lower height does not mean that greater scale and massing is not appropriate. The height and layout has been developed to enable the scheme to incorporate a significant, high quality public realm, which will be available for all members of the public to enjoy.
- The proposed only includes 26 vehicle spaces. The transport statement confirms that the proposals would not have a significant impact on the traffic network or vehicle movements. The site was previously in use as a 350 space car park which attracted a much greater number of vehicle movements. The emissions have been assessed and are acceptable. The significant green space, green roofs and trees will lead to carbon sequestration and would improve air quality.
- Rights of light are not a planning issue.
- The Applicant considers that a sense of community is critical to the success of the development. .
- The viability assessment has been independently assessed and verified and is robust and sound.
- Policy H12 is not an applicable policy consideration as the proposals are not for student accommodation.
- In terms of comments about capacity of services the EIA Assessment has identified these impacts as minor adverse which in EIA terms does not require

mitigation, as noted within the relevant ES Chapter there is anticipated to be further new provision as part of the Crown Street development, and the consultation for Plot G in Great Jackson Street also outlined provision for a community medical use.

- A robust and proactive management strategy and implementation of the recommendations within the submitted Crime Impact Assessment will mitigate any potential anti-social behaviour problems and crime and disorder issues which might otherwise be associated with a development of this scale and nature.

Legal Agreement

Any Planning Permission would be subject to completion of a Section 106 Legal Agreement the Heads of Terms of which have been outlined above but include restrictions on the length of occupancy / tenancies within the studio units. In terms of the Management Agreement this would be based on the submitted Residential Management Strategy which sets out the managerial practices and procedures that would be implemented.

Covid 19 Potential Impact on Co-Living Developments

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Conclusion

The proposal would deliver the vision, objectives and development principles contained within the First Street East SRF which would include the delivery of place making objectives and substantial public realm. This would, along with the recently approved office development on Plot 9 continue the process of establishing this new City Centre Neighbourhood.

The proposals would deliver a sustainable, high density, high quality and accessible residential model that will widen accessibility to city centre living right within an employment hotspot and reduce pressure on transport and traffic. The proposals will offer an alternative to the suburbs and potentially release suburban family housing back into the market for its original purpose.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Listed Mill Buildings, or the Whitworth Street and Castlefield Conservation Areas.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

Subject to the S106 agreement the development would be consistent with the Core Strategy, saved UDP policies and the NPPF.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation : MINDED TO APPROVE (subject to a legal agreement in respect of the Heads of Terms set out above)

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application. There have also been ongoing discussions about amending the development to secure an appropriate mix and size of unit types to align with emerging co-living policy and MCC Housing policy, responses to consultee comments and the scope and heads of terms of the S106 agreement which would support the determination of this application.

Conditions to be attached to the decision

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

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

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

a.Dwgs 10266-Z0-A-G100-XP-XX-99001 (GA Site Plan - Existing Site Plan), 10266-Z0-A-G100-XP-XX-99002 (GA Existing Site Location Plan) and 10266-Z0-A-G100-XP-XX-99003 (GA Site Plan - Existing Site Plan - Gas Easement Location);

b.Dwgs 10266-Z0-A-G100-EL-EE-99001 (East Elevation)P01, 10266-Z0-A-G100-EL-EE-99002 (Central East Elevation) P01, 10266-Z0-A-G100-EL-EN-99001 (North Elevation) P01, 10266-Z0-A-G100-EL-ES-99001 (South Elevation) P01, 10266-Z0-A-G100-EL-EW-99001 (West Elevation)P01, 10266-Z0-A-G100-EL-EW-99002 (Central West Elevation) P01;

c.Dwgs 10266-Z0-A-G100-PL-00-99001 (GA Site Plan - Ground Floor Plan) P01, 10266-Z0-A-G100-PL-01-99001 (GA Site Plan - First Floor Plan) P01, 10266-Z0-A-G100-PL-02-99001 (GA Site Plan - Second Floor Plan) P01, 10266-Z0-A-G100-PL-

10-99001 (GA Site Plan - Level 10 Floor Plan) P01, 10266-Z0-A-G100-PL-17-99001 (GA Site Plan - Level 17 Floor Plan) P01, 10266-Z0-A-G100-PL-21-99001 (GA Site Plan - Level 21 Floor Plan), 10266-Z0-A-G100-PL-25-99001 (GA Site Plan - Level 25 Floor Plan), 10266-Z0-A-G100-PL-44-99001 GA Site Plan (Level 44 Floor Plan) P01, 10266-Z0-A-G100-PL-RF-99001 (GA Site Plan - Roof Plan)P01, 10266-Z0-A-G100-PL-TY1-03-09-99001 (GA Site Plan - Typical 1 - Levels 03-09) P01, 10266-Z0-A-G100-PL-TY2-11-13-99001 (GA Site Plan - Typical 2 - Levels 11-13)P01, 10266-Z0-A-G100-PL-TY3-14-16-99001 (GA Site Plan - Typical 3 - Levels 14-16)P01, 10266-Z0-A-G100-PL-TY4-18-20-99001 (GA Site Plan - Typical 4 - Levels 18-20) P01, 10266-Z0-A-G100-PL-TY5-22-24-99001 (GA Site Plan - Typical 5 - Levels 22-24) P01, 10266-Z0-A-G100-PL-TY6-26-43-99001 (GA Site Plan - Typical 6 - Levels 26-43 P01);

d. Dwgs 10266-Z0-A-G100-SC-XX-99001 (GEA Area Schedule) P01;

e.Dwgs 10266-Z0-A-G100-SE-AA-99001 (Section AA) P01 and 10266-Z0-A-G100-SE-BB-99001 (Section BB P01);

f. Dwgs 10266-Z0-A-G251-DE-XX-99001 (Detail Elevation Type 1 - Double Glazed Unit (Light Frit)), 10266-Z0-A-G251-DE-XX-99002 (Detail Elevation Type 2 - Double Glazed Unit (Dark Frit)), 10266-Z0-A-G251-DE-XX-99003 (Detail Elevation Type 3 - Podium Terracotta Façade), 10266-Z0-A-G251-DE-XX-99004 (Detail Elevation Type 4 - Podium Curtain Walling) and 10266-Z0-A-G251-DE-XX-99005 (Detail Elevation Type 5 - Building C Base);

g. Dwgs M90183 L100 Landscape Masterplan Revision A, M90183_L200 General Arrangement Plan (Sheet 1 of 3) Revision A, M90183 L201 General Arrangement Plan (Sheet 2 of 3) Revision A, M90183 L202 General Arrangement Plan (Sheet 3 of 3) - Revision A and M90183_Landscape Design Statement - Revision 02;

h. Dwgs M90183 SK001 Car Club Location Plan, M90183_SK002 Trees in Ground / Planters Plan, M90183SK003 Two Metre Pavement Clearance Plan and M90183 SK004 Smoking Bins Plan;

i. Vectos, Waste Strategy Report, VN91423, December 2019 (in respect of Commercial Units);

j. Simpson Haugh's Design and Access Statement Sections 4.1, 4.1.12 and 5.6.;

k. Inclusions of measures and targets set out Element Sustainability - FIRST STREET SOUTH, MANCHESTER, ENVIRONMENTAL STANDARDS STATEMENT, JANUARY 2020, REF: 2019.163

l. Plot 11, First Street South, Manchester, DESIGNING FOR ACCESSIBILITY - ACCESS STATEMENT, 10266-A-RPT-BC-AD-M-001 Date: 1st May 2020 and M4(2) Accessible Schedule- 10266-Z0-A-G100-SC-XX-99002 by Simpson Haugh

m.Implementation of Broadband installation in accordance with Broadband Connectivity Assessment Downing Property Services Limited, First Street South, September, 2019 by Pager Power;

n. Air Quality Assessment - Mitigation set out within ES Appendix 6.2 paragraph 6.13 and on the basis that the agreed mitigation measures set out in the Air Quality Assessment Report (above) shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

o. Measures and recommendations within FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY REPORT, The Alan Johnston Partnership LLP Ref: FSS-AJP-ZZ-XX-RP-C-3000 dated 30-04-20;

p. Pager Power, Television and Radio Baseline Survey Report First Street South Downing Living (Manchester) Limited October, 2019 and mitigation measures set out within.

q. Details within Transport Statement (sections 5 and 7) by Sanderson dated November 2019 as amended by Transport Statement Addendum by Sanderson dated 23-03-20; and

r. Foundation Design - Groundwater Considerations Risk Assessment stamped as received on 14-07-20

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC19.1, DC20 and DC26.1.

3) Before development commences final details of any wind mitigation measures required to mitigate any impacts from the phasing of the development as agreed within the timetable for implementation in condition 5 below, including in relation to the development of Plots 9 and 10 within the First Street SRF shall be submitted to and approved by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In interests of the amenity and safety of pedestrians using the areas adjacent to the development pursuant to policies SP1 and DM1 of the Core Strategy.

4) No development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2), in consultation with the Aerodrome Safeguarding Authority for Manchester Airport, and approved in writing by the City Council as local planning authority. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

5) Conditions 6 to 33 inclusive of this planning permission shall apply separately to the different phasing zones of the site as defined on the Phasing Site Wide Phasing Plan (Simpson Haugh): 10266-Z0-A-G100-PL-XX-99001 and Interim Landscaping Statement dated 01-06 20 by Deloitte Real Estate as relevant to that phase.

Prior to commencement of development a timetable for the implementation of each phase and the interim landscape treatments shall be submitted and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the development can be delivered in any combination or sequence of Phases A, B and C as identified in this plan and the demolition of any on site structures and removal of hardstanding, on site vegetation, service diversions and removal of below ground obstructions is permitted prior to any pre-commencement conditions being formally discharged but will not constitute commencement of development.

Reason - For the avoidance of doubt, to allow the development to be carried out in a phased manner on a flexible basis and to allow scope for an appropriate level of site preparation works in advance of the full consent being implemented, pursuant to Policy DM1 of the Core Strategy

6) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used on all external elevations drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

7) Prior to commencement of development a Strategy for the reduction of embodied carbon and how material circularity will be embedded within the process of material sourcing, design, construction and stewardship/ building management and how this will be monitored as part of the In depth Life Cycle analysis, shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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

8) (a) The development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report (application ref no 111170): Plot 8 - First Street, Detailed Remediation and Verification Strategy, For: Ask Real Estate Ltd

Job No: 1011906, Doc Ref: 1011906.RPT.GL.006, Latest Revision: A Date: 09/08/2016 and Plot 8 First Street, Manchester, Supplementary Ground Investigation Report, For: Southside Regeneration Ltd., Job No: 1011906, Doc Ref: 1011906.RPT.GL.007, Latest Revision: - Date: 12/10/2016

(b) 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 in each phase 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

For the avoidance of doubt an imported soils need to be validated in accordance with MCC criteria, 1 per 200m³ for Greenfield and 1 per 50m³ for brownfield, minimum of 3 samples per source.

(c) After completion of site works, and prior to occupation a verification report to validate that the work undertaken conforms to the remediation proposals previously approved as outlined in (a) above and that imported soils are validated in accordance with MCC criteria (1 per 200m³ for Greenfield and 1 per 50m³ for brownfield, minimum of 3 samples per source) shall be submitted and approved in writing by the City Council as Local Planning Authority.

9) Prior to the commencement of development, a detailed construction management plan (CMP) outlining working practices during development shall be submitted to and

approved in writing by the local planning authority. For the avoidance of doubt the CMP shall 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;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

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

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

10) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works as shown in Dwgs M90183 L100 Landscape Masterplan Revision A, M90183 L200 General Arrangement Plan (Sheet 1 of 3) Revision A, M90183 L201 General Arrangement Plan (Sheet 2 of 3) Revision A, M90183 L202 General Arrangement Plan (Sheet 3 of 3) Revision A and M90183_Landscape Design Statement - Revision 02; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
- (c) Details of the proposed tree species within the public realm including within (a) soft; and (b) hard landscaping to include proposed size, species and planting specification including tree pits and design (in compliance with City Centre Street Tree Standard) and details of on going maintenance;
- (d) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
- (e) Details of Bio Solar Green roofs;
- (f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, play and exercise equipment, boundary treatments,

planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Street lighting around the site (which includes for consideration of older and disabled people) and which demonstrates clearly that any impacts on the River Medlock for bats would be negligible;

(h) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within the First Street SRF Area with Oxford Road Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);

(i) A management strategy for the external amenity areas including hours during which these areas would be open to residents;

(j) A building cleaning schedule;

(k) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(l) Details of on site management and security for the publically accessible areas of public realm;

(m) Location and number of cycle stands within the public realm;

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

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

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

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

11) Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been submitted to and approved

in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

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

*Maximise use of green SuDS in design including the public realm (For the avoidance of doubt this should include details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces as set out in condition 8(d) and run off from the buildings) ;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

*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 climate change in any part of a building. Hydraulic calculation needs to be provided;

*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. 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.

*Construction details of flow control and SuDS attenuation elements.

The development shall be constructed in accordance with the approved details within an agreed timescale.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

(a)Verification report providing photographic evidence of construction as per design drawings;

(b)As built construction drawings if different from design construction drawings;

(c)Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

13) Prior to occupation of the development a servicing and access strategy for the building including management of delivery and refuse vehicles, resident drop off and pick up and arrival and departure of residents, shall be submitted to and approved in writing by the local planning authority.

Servicing shall be carried out in accordance with the approved strategy plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012) and the safeguard potential HS2 related works.

14) The development hereby approved shall be carried out in accordance with the Element Sustainability FIRST STREET SOUTH, MANCHESTER, ENVIRONMENTAL STANDARDS STATEMENT, JANUARY 2020, REF: 2019.163.

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

15) Prior to occupation of

(a) The residential accommodation; and

(b) Each of the ground floor commercial units

a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) Prior to the commencement of the superstructure a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation shall be completed before any of the dwelling units are occupied.

The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax}, F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

17) Before each of (a) the residential accommodation and (b) each of the Class A3 (Cafe and Restaurant) use and D2 (Gym) units within Block B commences a scheme for acoustically insulating the ground floor commercial to ensure that there is no unacceptable level of noise transfer from the ground floor uses to the residential accommodation above shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

18) Before (a) the Class A3 (Cafe and Restaurant) use and (b) D2 (Gym) use commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

19) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance or documents which supersede this guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

20) Notwithstanding the TV reception survey prepared by Pager Power, October 2019 if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

21) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction 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 of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

(c) When an End User has been Identified Prior to the start of the end-use of the development, a Local Labour or Recruitment Plan shall be submitted and approved in writing by the City Council which outlines the immediate and future staffing of the approved end-use.

(d) Details of the results from the End User Local Labour Proposal or Recruitment Plan shall be submitted to Manchester City Council within three months of occupation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

22) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

23) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

24) The development hereby approved shall be carried out in accordance with the Proposed Co-Living-Led Development First Street, Manchester Framework Travel Plan by Sanderson 27th November 2019 and Addendum 23rd March 2020. In this condition a travel plan means a document that includes the following:

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

25) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

26) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

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

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

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

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

28) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

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

29) The windows within the podium and at ground floor facing the central public realm and private landscaped areas shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way unless they relate to service areas.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) If any external 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

31) Notwithstanding the details contained within condition 2 above, prior to the commencement of development a scheme of highway works and details of footpaths reinstatement 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:

(a) Loading bays on Hulme Street and Wilmott Street;

- (b) Amendments to the existing TROs to accommodate 2 Car Club bays (and potentially additional disabled bays);
- (c) Resurfacing of the footways across the site's perimeter. This should also include appropriate dropped kerbs/ tactile paving where required across access points and adjacent junctions (Wilmott Street- Hulme Street, Wilmott Street- Chester Street);
- (d) Resurfacing of the carriageway on Hulme Street;
- (e) Cycle improvements on Hulme Street to connect to Medlock Street/ Mancunian Way
- (f) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points, installation of some guard railing to ensure pedestrians cross at the safest and most appropriate locations.

The approved scheme shall be implemented and be in place prior to the first occupation.

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).

32) The development shall be carried out in accordance with the Crime Impact Statement Version dated 26/11/19;. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

33) The proposed communal uses within the building hereby approved (excluding the A3 and D2 uses) shall be ancillary to the residential use of the building and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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, and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

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: 125573/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 City Centre Renegeration
 Environment & Operations (Refuse & Sustainability)
 Work & Skills Team
 Environment & Operations (Refuse & Sustainability)
 Oliver West (Sustainable Travel)
 Strategic Development Team
 Greater Manchester Police
 United Utilities Water PLC
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Counter Terrorism SA
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 Wildlife Trust
 Planning Casework Unit
 Civil Aviation Authority
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Natural England
 Sport England

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



Application Number	Date of Appln	Committee Date	Ward
125635/FO/2019	10th Dec 2019	30th Jul 2020	Northenden Ward

Proposal Conversion of former Tatton Arms public house to create 7 new residential (C3) apartments and development of a further 21 new apartments (C3) to the rear following partial demolition of existing extensions together with associated access, parking and landscaping

Location Tatton Arms, Boat Lane, Northenden, Manchester, M22 4HR

Applicant Mr Ibrahim Jamil, Britannia Group, Britannia House, 160-164 Wellington Road, Manchester, M20 3FU

Agent Miss Kathryn Valentine, OMI Architects, 31 Blackfriars Road, Salford, M3 7AQ

Description



The application site measures 0.66 hectares and contains the former Tatton Arms public house building, which closed at the end of 2007 and has remained vacant since. The building which dated back to c.1874 is considered to be a non-designated heritage asset.

The site is located adjacent to and is located within the River Mersey Valley on Boat Lane, where Mill Lane turns within Northenden Conservation Area, the Green Belt, Flood Zone 3 and the safeguarding zone for HS2 Phase 2B.

To the north lies the River Mersey, the bridge for access over the Mersey is directly in front of the application premises. The Transpennine Trail runs along the Northenden side of the River Mersey, at the northern most point of the application site the Transpennine Trail is diverted away from the site along Boat Lane and Ford Lane.

To the east lies a piece of wooded land beyond which lies the Riverside Caravan Park and the M60 flyover.

Immediately to the south there is a recent coach house conversion, beyond that lies Ollerton Close, which is an early 90's housing development, beyond that lie larger detached houses on Ford Lane.

To the west lies historic two storey terraced housing, Riverside Park and the new housing development on the former Camperlands site, beyond which lies Northenden District Centre, which runs along Palatine Road.

The immediate area is predominately residential in character, with the Mersey Valley and the Riverside Park attracting leisure visitors.



The applicants are seeking planning permission for the partial demolition of existing extensions and conversion of former Tatton Arms public house to create 7 new residential (C3) apartments and development of a further 21 new apartments to the rear, with associated access, parking and landscaping. There would be 28 apartments in total, 8 one bed, 18 two bed and 2 three bed.

The development would also involve a detailed landscaping scheme to include tree planting, the formalisation of the Trans Pennine Trail, the creation of a footpath to the north of Boat Lane, car parking for the development and for the neighbouring Boathouse cottages, bin storage, bin storage for the neighbouring Boathouse cottages and cycle parking.

History

This application has been submitted in order to overcome the reasons for refusal for application 113823/FO/2016 for the conversion of the former Tatton Arms public house to create 9 self-contained apartments following demolition of extensions; erection of 14 two and three storey dwellinghouses (4 semi-detached, 5 terraced and

5 detached); erection of a detached riverside café (Class A3) with associated access, parking and landscaping. The reasons for refusal were as follows:

1. The proposed development is located within the Green Belt where there is a presumption against inappropriate development and where development will only be allowed if it is for an appropriate purpose or where very special circumstances can be demonstrated. The applicant has failed to demonstrate that there are any such very special circumstances to permit the type, scale and form of development proposed and as such the proposal would be harmful to the open character of the Green Belt and the Mersey Valley and is contrary to the National Planning Policy Framework and to policies EN1 and EN13 of the Core Strategy.
2. The proposed development would harm the spacious and well landscaped character of this particular part of the Northenden Conservation Area within which it is situated, in particular as a result of the amount of and siting of built form in open land and its relationship to the Tatton Arms building and the loss of trees sited on open land contrary to the National Planning Policy Framework, policy EN3 of the Core Strategy and saved policy DC18 of the Unitary Development Plan for the City of Manchester.

Members will recall that this previous application was refused by a meeting of the Planning and Highways Committee on the 9th March 2017, a subsequent appeal was dismissed in June 2018.

The Inspector identified the key issues as whether or not the proposed development would preserve or enhance the character or appearance of the Northenden Conservation Area having particular regard to the effect on the significance of the Tatton Arms as a non-designated heritage asset and the effect of the proposed development on the openness of the Green Belt and the purposes of including land within it. She weighed up the public benefits of the scheme and concluded that in relation to that scheme very special circumstances had not been demonstrated that could outweigh the harm of the scheme.

Community Engagement

In a response to the appeal decision and in order to overcome previous concerns expressed at appeal, prior to the submission of this planning application the applicant held a consultation event in October 2019 that over 50 residents attended.

Consultations

Comments from local residents can be summarised as follows:

8 letters of support have been received from 6 addresses for the following reasons: The proposals will save the derelict neglected building, the land around the pub remains unused and the development will have an extremely positive impact on the local area. The developer should be praised for maintaining greenery around the Tatton Arms. The site has been the subject on anti-social behaviour and it would be a positive move to get a residential development in place.

Objections have been received from 2 addresses for the following reasons:
 No building should occur within the Green Belt as there are no special circumstances. The resident queries the impact of the proposals upon the character of the Conservation Area with regards to design. The proposals overlook the gardens of the boathouse conversion. Impact of the proposals upon infrastructure, there are not enough school places, doctors or local amenities. Parking is a problem and 28 spaces are not enough. Northenden doesn't need more high cost homes, a family oriented pub is needed.

Councillor Monaghan – States that local people welcome the new application, but that several concerns still remained. A query was raised about the possibility of there being Section 106 monies available and affordable housing provided. Assurances were sought about the retention of the right of way along the river and the impact of the construction on existing highways infrastructure. Concerns were raised about the demolition of part of the building which can be seen from the back of the pub, the level of car parking provision and the need for building on the green belt to make the scheme viable which they stated may set precedent, involving the loss of wildlife and trees.

Highways - Given its district centre location the site is considered to be suitably accessible by sustainable modes and is in close proximity to a number of local bus services.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns. The existing vehicle access is being retained but widened and its design is acceptable from a highway perspective. The proposed footway on the development side of Boat Lane should be 2 metres wide and be constructed in standard paving materials if it is to be offered for adoption through S38 agreement. It is assumed that the area of public realm to the rear of the proposed footway will not be offered for adoption and will be privately maintained.

Access is to be maintained to National Cycle Network Route (NCN62) which provides connectivity from Mill Lane and across the River Mersey at the footbridge adjacent to the development which is acceptable to us.

It is considered that the existing traffic calming arrangement along Mill Lane and Boat Lane are sufficient as are the existing on-street parking control measures.

The parking spaces which front onto Mill Lane / Boat Lane will require suitable dropped kerbs.

The proposed pedestrian access points, boundary treatment and vehicle entrance with swept path are acceptable to Highways with the main pedestrian route having a gradient of 1:21.

It will be necessary to review the existing public street lighting to determine whether any additional or amended highway street lighting is required.

With regard to general deliveries, internal access to the site is to be provided where there is sufficient room for delivery vehicles to turn and exit the site in forward gear.

For waste management it is proposed that collections will take place from Boat Lane.

A total of 30 car parking spaces are being provided within an on-site gated facility of which two are accessible bays. In addition, four visitor spaces for this development and three spaces for the Boathouse Cottages are provided directly from Boat Lane.

16 secure cycle spaces are offered as part of the development on the southern boundary of the site and Highways consider this to be sufficient provision.

Environmental Health - Recommend conditions relating to contaminated land, construction management, lighting, acoustic insulation, waste management in accordance with details submitted and air quality.

Manchester Conservation Areas and Historic Buildings Panel - The Panel noted that the proposals were less harmful than the previous scheme, but felt that the relationship between the Tatton Arms and the extension could be better integrated. The Panel felt that it wasn't overdevelopment, but would like to ensure that detailing and materials are given careful consideration and take cues from the main building, which would ensure that the new build elements are fully integrated with the existing. The Panel suggested a condition requiring the repairs and restoration works to be carried out first or in tandem to ensure the Tatton Arms is not left to deteriorate.

Arboricultural Section - Have no objections to the proposals from an arboricultural perspective. The woodland to the rear will benefit from the introduction of a management plan which will extend the life and improve the quality of retained trees.

Greater Manchester Ecological Unit - The proposed development is a significant improvement from an ecological perspective with the woodland now retained. Ecological issues relating to bats, otters, nesting birds and invasive species can be dealt with via condition and or informative. Clarification on whether any of the trees to be removed have bat roosting potential or bat boxes, any drainage in to the River Mersey is required and how they will provide ecological enhancement within the woodland area as part of their landscape proposals is required.

Bats

No evidence as for the previous survey of bats roosting was found but in the Tatton Arms was found but is still regarded as high risk. Whilst most trees are now retained some will be lost and it is unclear whether any of these have bat boxes.

With regards the conversion of the Tatton Arms GMEU are satisfied based on the previous surveys where none were found and the current survey where the results were inconclusive owing to the difficulty of gaining adequate access that reasonable avoidance measures are proportionate and will mitigate against any harm to this protect species. GMEU recommend a condition relating to demolition works and the requirement for a reasonable avoidance method statement for bats.

With regards trees, as it is unclear whether any of the trees proposed for removal are those identified as having any bat roosting potential from the information supplied, though previously all proved negative for bats following detailed surveys. I recommend that prior to determination that the proposed tree removal is crossed referenced with the Urban Green bat roosting assessment. If any trees with bat roosting potential are to be lost then further information will be required.

Otter

Otter have now colonised the River Mersey. Whilst the risks to this species will be low as they are protected under the Habitat Regulations, they are known to be curious and potentially attracted to development sites at night. They also may utilise the woodland as a lie up. GMEU recommend an informative as part of any permission.

Nesting Birds

Scrub and a few trees are to be removed i.e. potential bird nesting habitat will be lost as a result of the development. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend an appropriate condition.

The bat assessment also noted that feral pigeons are now likely to be nesting in the Tatton Arms, whilst these are also protected under section 1 of the Wildlife & Countryside Act, they are also regarded as a pest species and can be removed under license. They can also nest throughout the year. GMEU recommend an appropriate condition.

Invasive Species

No invasive species were recorded on the site. However the location of the River Mersey make this a high risk location for species such as Himalayan balsam. An informative is recommended.

Proximity to River Mersey

The EU Water Framework Directive requires environmental objectives be set for all surface and ground waters to enable them to achieve good status or potential for heavily modified water bodies by a defined date. One objective is to prevent further deterioration which can include changes to flow pattern, width and depth of channel, sediment availability/transport and ecology and biology. Whilst the development is likely to be neutral in terms of the Directive, without further information it cannot be fully assessed, in particular with regards to surface water run-off and drainage during and post development. *Prior to determination please clarify whether the developer intends to discharge to the Mersey during and post development.*

Contributing to and Enhancing the Natural Environment

Section 170 of the NPPF 2018 states that the planning system should contribute to and enhance the natural and local environment. The development proposals unlike the previous application largely avoid the high ecological value areas. Management is however proposed to the wooded area, with tree thinning and removal of scrub. Without mitigation for loss of ground vegetation and associated bird nesting habitat this would still represent a negative impact.

Mitigation should be possible through provision of an ecological enhancement plan for the retained woodland. This could include features such as under-planting with native shrubs, under-planting with native bulbs and wildflowers, provision of additional bird and bat boxes on retained trees and a 5 year maintenance plan. If they are happy to provide this then the details could be conditioned.

Greater Manchester Police - Recommend that a condition be attached to secure the physical security specifications set out in the Crime Impact Statement

Trans Pennine Trail - Support the application.

High Speed Two (HS2) Limited -The proposed development is within the sub-safeguarding for Phase 2b of HS2, however having reviewed the proposals it is clear that development is unlikely to impact upon the HS2 scheme. Therefore HS2 have no objection.

Environment Agency - Require a condition to be attached to any approval relating to flood risk mitigation measures.

Flood Risk Management - Recommend conditions relating to the flood risk and in relation to surface water drainage and the management thereof.

United Utilities - Recommended conditions recommended by Flood Risk Management above relating to surface water runoff.

Advertisement

The proposal, by virtue of the number of residential units proposed, has been classified as a small scale major development, it affects a Conservation Area and constitutes a departure from the local plan. As such, the proposal has been advertised in the local press and site notices displayed at the site.

Issues

Legislative Requirements

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, when considering development within a conservation area, "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area"

Policies

The National Planning Policy Framework (NPPF) – The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in February 2019 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of

present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context paragraph 110 states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Paragraph 127 confirms that planning decisions should 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 143 relating to proposals affecting the Green Belt states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 144 goes on to state that when considering any planning applications, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 193 sets out 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial

harm, total loss or less than substantial harm to its significance. Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Paragraph 196 states that 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, where appropriate, securing its optimum viable use.

Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

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

Spatial Objective S03 - *Housing* - The aim is to provide for a significant increase in high quality housing provision at sustainable locations throughout the city to address demographic needs and to support economic growth. The emphasis is on providing a good range of high quality housing in terms of size, type, tenure, accessibility, and price to create sustainable life-time neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.

Policy H1 - *Housing* - Proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours.

Policy H 7 - *Housing policy for Wythenshawe* - It is expected that around 3% of new residential development over the lifetime of the Core Strategy will be constructed in this area. New high quality, high density, development will be encouraged within the

district centres of Northenden, Baguley and Wythenshawe and on small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy H8 - *Affordable Housing* - states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

Policy EN4 - *Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development*

Policy EN 6 - *Target Framework for CO₂ reductions from low or zero carbon energy supplies*

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

Policy SP1 - *Spatial Principles* – This states that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is 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. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.

- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles, Development in all parts of the City should:-

- Make a positive contribution to neighbourhoods of choice including:-
 - i) Creating well designed places that enhance or create character.
 - ii) Making a positive contribution to the health, safety and wellbeing of residents
 - iii) Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - iv) Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM1 - *Development Management* – This policy states that all development should have regard to the following specific issues (of relevance to this application) for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

Policy EN1 - *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Mersey Valley Character Area

This is a wide, flat valley with heavily managed open space and tree cover largely found on the valley perimeter where there are localised significant changes in level. The Mersey Valley acts as an important visual break between the South Area and Wythenshawe Environs.

Extensive long range views exist from the valley sides and the major road network which bisects and runs along the valley.

Developers will need to ensure that any development within or to the periphery of the valley maintains the sense of openness and accessibility.

Policy EN 3 - *Heritage* – This policy states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. It states further that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings.

Policy EN13 – *Green Belt* – This policy states that the extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents.

Policy EN14 - *Flood Risk* - Development should be directed away from sites at the greatest risk of flooding. A Flood Risk Assessment is required for all development proposals on sites greater than 0.5 ha. New development should minimise surface water run-off.

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

EN19 - *Waste* - states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy T1 - *Sustainable Transport* – Outlines the Council's desire to deliver a sustainable, high quality, integrated transport system encouraging a modal shift away from car travel to public transport, cycling and walking, support the needs of residents and businesses and prepare for carbon free modes of transport. It states that the Council supports proposals that would improve choice by developing

alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improve access to jobs and services; improve pedestrian routes and pedestrian environment; and facilitate modes of transport that reduce carbon emissions, including the incorporation of charging points for electric vehicles.

Policy T 2 - *Accessible areas of opportunity and need* – This policy states that the Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including in this instance:-
 - iv) Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - v) Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Saved UDP Policy DC7.1 - *New Housing Development* - This policy seeks to ensure that new housing developments are accessible at ground floor level and that development with family homes include safe areas in which children can play.

Saved UDP Policy DC18.1 - *Conservation Areas* - seeks to preserve and enhance the character of its designated conservation areas.

Other Material 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. The following chapters are relevant to this application.

- 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;
- Chapter 6 'Parking Guidelines' – provides guidance on how to prioritise pedestrians, disabled people, and cyclists above the needs of the car. In particular, it provides detail of matters which must be taken into consideration in designing the location and design of parking facilities;

- 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. Reference will be made to what is required from development proposals to ensure they contribute and enhance the character and quality of District Centres and the image and sense of place.

The City Council recently endorsed its residential quality guidance. This sets out clear guidance about the quality of development and what is expected from new housing schemes.

Wythenshawe Strategic Regeneration Framework

This document provides the most up-to-date guidance for the Wythenshawe Area:

Policy SL5 ‘*Develop best practice in the function and design of local centres*’

Wythenshawe has suffered in the past from poorly designed investments, with a result that some centres and open space appear dilapidated and neglected. It is important that high quality design and streetscape are an integral part of efforts to revitalise neighbourhood centres.

Part 4 section (20) ‘*Neighbourhood Character*’ – seeks to promote community pride through the development of high quality public space and landmarks of distinction and incorporate good design into every aspect of development in Wythenshawe.

Policy NC2.2 ‘*Create positive and distinctive landmarks*’ state that landmarks that exist should be preserved and their setting enhanced. New landmark buildings should be celebrated to create memorable places and improve the ‘mind map’ of Wythenshawe.

Northenden Village Local Plan (2011)

The Northenden Village Local Plan is a non-statutory document that provides Northenden with a 10-15 year strategy to guide future interventions in the area. In particular, the Local Plan seeks to address economic and physical challenges and will inform new developments in order to establish Northenden as a successful and distinctive centre and creating a neighbourhood of choice and increasing housing choice.

Objective 3: ‘Making greater use of Northenden’s physical assets and attributes’. This objective seeks to capitalise on Northenden’s available resources such as the waterfront, heritage and conservation assets and surrounding features such as the golf courses and Wythenshawe Park for the benefit of local people and to attract visitors to the village. There are also specific sites within the Local Plan area which could be further exploited over and above their current use.

Tatton Arms is identified as Project 2. The building is acknowledged as one of the Village's greatest assets.

The project is set out as an exploration of the potential to create a pedestrian link along the frontage of the site allowing for extension of the Transpennine Trail along the waterfront.

The plan states that there should be ongoing monitoring of the condition of the site and building, taking appropriate enforcement action if necessary. The ultimate aim being to bring the landmark building back into a positive use.

Northenden Conservation Area Document

Northenden and its buildings today,

"The Tatton Arms Hotel, at the lower end of Boat Lane on the banks of the River Mersey, is a fine example of Edwardian public house architecture on a grand scale. There are interesting brick details and half-timbered gables on this hostelry, which makes a significant visual as well as social contribution to the conservation area."

Control of development,

"Development control in the Northenden Conservation Area is aimed at ensuring that development proposals pay attention to its special architectural, historical and visual qualities.

Where the replacement, extension or refurbishment of buildings is contemplated, property owners and developers should be aware of local characteristics which make existing buildings interesting, and ensure that proposals are designed to respect and relate to them. Building heights vary moderately within the area, and heights of proposed developments should be kept within those limits and not greatly exceed the height of their immediate surroundings."

"A high proportion of the Northenden Conservation Area is used for housing, and this would generally be an appropriate form of new development. Social and community uses, however, are also well represented, there being several public houses, a club and a community centre, in addition to the church and shops already referred to. Uses such as these, which contribute to the life of the village, would be appropriate in suitable locations within the conservation area."

Trees,

"The gardens of the houses, and other land surrounding the village, contain a number of trees, and these make a significant contribution to the enjoyment of the Conservation Area.

Designers of development proposals should take care to ensure that existing attractive, mature trees are retained."

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Environmental Impact Assessment - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposal is below the thresholds at Schedule 2 of the EIA Regulations and it is not located within a 'sensitive area,' as such, the proposals do not comprise 'Schedule 2 development' and a Screening Opinion was not sought. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Issues

Principle

Consent is being sought for the partial demolition of existing extensions and conversion of former Tatton Arms public house to create 7 new residential (C3) apartments and development of a further 21 new apartments to the rear, with associated access, parking and landscaping. There would be 28 apartments in total, 8 one bed, 18 two bed and 2 three bed.

The existing building would be largely retained, with the exception of two large single storey unsympathetic extensions to the rear added in the early 20th century. The proposals involves an extension in place of the single storey extensions to the rear with two storey extensions to the rear, 4m from the southern site boundary. To the east of the Tatton Arms, linking to the two storey extension would be a three storey extension partially located on the former bowling green. This would be well setback and has a spacious setting.

The development would also involve a detailed landscaping scheme to include tree planting, the formalisation of the Trans Pennine Trail, the creation of a footpath to the north of Boat Lane, car parking for the development and for the neighbouring Boathouse cottages, bin storage, bin storage for the neighbouring Boathouse cottages and cycle parking.

The principle of the development has to be assessed against a number of criteria set out below.



Green Belt

The site lies within the Green Belt. Green Belt is an area of open land around a built up area where any proposals for new buildings have to satisfy certain requirements to prevent urban sprawl. Within Manchester the Mersey Valley, the airport and surrounding land, Clayton Vale and Heaton Park are designated as Green Belt areas. These areas are designated for protection in the development plan and are not equivalent to the more general term 'greenfield.'

The National Planning Policy Framework states that a Local Planning Authority should regard the construction of new buildings as inappropriate in Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Part of the proposals (the refurbishment of the public house and the replacement of the former extensions) are located on **previously developed land** subject to detailed assessment, this element of the scheme is considered to be appropriate in principle in relation to Green Belt policy and guidance.

The NPPF also sets out that certain exceptions apply where the construction of new buildings would be appropriate in the Green Belt.

The first relevant exception is the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building. This would mean that the former Tatton Arms could be significantly extended over the building that existed in 1948 (the accepted definition of original building, where previous extensions have been implemented). Meaning, the extensions already there offer an opportunity for new development.

The second exception is limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.

The proposal includes a two storey extension to the rear of the existing building and a three storey extension that would extend partially over the former bowling green. The extensions are necessary as they are required to make the scheme for the refurbishment of the existing Tatton Arms scheme financially viable. The impact on the Green Belt has been mitigated by the significant setback of the three storey extension proposed; visually the front elevation of the former Tatton Arms remains the prominent feature with the extensions appearing much more subservient in the buildings setting. The siting of the extensions ensure the openness of the Green Belt is not adversely impacted. The limited impact that would arise is balanced against the special circumstances that would deliver a number of public benefits. These include:

- The retention of the non-designated heritage asset.
- The reuse of the building in a prominent location within the Northenden Conservation Area.
- The provision of highway improvements and the formalisation of the Trans Pennine Trail.
- The provision of 28 new homes.

The applicant states in their planning statement that the development proposals would not harm the five purposes of the Green Belt set out in paragraph 134 of the NPPF, namely:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and;
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The development proposals will not harm the five purposes of the Green Belt. In relation to these five points it is considered that the proposal would not contribute to

unrestricted sprawl of a large built up area given the details of the scheme and the fact that the development constitutes an extension to an existing building within its own grounds. The boundary between Northenden and West Didsbury would remain very distinct. The countryside would not be encroached upon as a result of the scheme proposed. The redevelopment of this site would assist in the enhancement of the special character of Northenden. It is also considered that the proposal would result directly in urban regeneration.

The scheme differs significantly from the scheme that was dismissed at appeal which encroached on the openness of the Green Belt. The scheme does not interfere with key views within the Conservation Area and would not involve the loss of significant areas of open space and tree planting, which are now proposed to be retained and managed, as amenity space for residents of the proposed apartment scheme. The difference between the layout of both schemes can be seen below. It is considered that the previous reasons for refusal have now been overcome.



Scheme now proposed



Scheme previously dismissed at appeal

It is considered that the scheme demonstrates very special circumstances with regards to the part of development that sits in the open part of the site where the former bowling green was located and meets the exceptions set out in the NPPF with regards to the previously developed part of the site. It is therefore considered that the scheme satisfies Green Belt policy requirements set out in the NPPF.

Mersey Valley

The slight loss of openness on the development site does not impact upon the sense of openness that is a characteristic of the Mersey Valley in this location, set out in policy EN1 as worthy of retention. Accessibility to the Mersey Valley would be improved as a result of the scheme through the provision of the pavement to the north side of Boat Lane and improvements to the Trans Pennine Trail.

Conservation Area

Legislation requires that 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.'

This particular part of the Northenden Conservation Area constitutes a large building, categorised as a non-designated heritage asset within the setting of large grounds that demarks the edge of the Northenden conurbation, adjacent to the Mersey Valley.

This scheme would see the retention of this significant building which is a sadly deteriorating non-designated heritage asset which is acknowledged within the Northenden Conservation Area Document as making a significant visual contribution to the Conservation Area. The proposals maintain the landscaped setting of the former Tatton Arms, addressing a reason for refusal for a previous development scheme for the site, depicted above.

In her decision notice the appeals inspector in determining the planning appeal noted that the historic core of the village centered around the church of St Wilfrids a Grade II* listed building, the historic street pattern and the well preserved mix of Georgian, Victorian and Edwardian properties grouped around the church. Boat Lane connects the historic core of the village with the riverside and the Tatton Arms. Significance also derives from the association with historic uses and Ford Lane and Boat Lane allude to the ford and ferry boat crossings which connected Northenden with Manchester before the construction of the river crossing and Palatine Road. Today, the Northenden Riverside Park and Transpennine Trail provide an ongoing connection with recreation activity.

The inspector went further to comment that the combination of the grand scale, architectural interest, historic use and riverside setting of the Tatton Arms contributes to its significance as a non-designated heritage asset. Its spacious and semi-natural setting are an integral part of not only its character and appearance but also that of the wider Conservation Area. The current condition of the building and site detracts from the character and appearance of the Conservation Area, the riverside and area in the immediate vicinity of Boat Lane.

The scheme submitted sees the removal of unsympathetic 20th century additions that are not considered to be of architectural merit in their own right and do not contribute positively to the character of the Conservation Area. The development proposal would lead to enhancement of the non-designated heritage asset that is the former Tatton Arms, which is of historic importance to Northenden. It is considered that the scheme would enhance the designated heritage asset that is the Northenden Conservation Area, whilst retaining the spacious landscaped character of the Conservation Area, the extensions proposed maintain distances to the boundaries to the north, east and west and density is accommodated where it is appropriate, on previously developed land to the south associated with the adjoining built up residential area, meeting legislative requirement and policy requirement set out by saved Unitary Development Plan policy DC18 and Core Strategy Policy EN3.

Comment was made by Manchester Conservation Areas and Historic Buildings Panel that the scheme should be conditioned in a way that controlled development phasing to do refurbishment works to the existing building prior to the extension works. Conditions are attached that the extensions should not be occupied until such a time that refurbishments works are completed and to provide the local planning authority with a contract for works.

Apartment conversion and Residential Standards

With regards to the Tatton Arms building itself, the retention of the existing landmark building which is a non-designated heritage asset in a prominent location in the Northenden Conservation Area would be welcomed. The demolition of the unsympathetic early 20th century additions to the building is also acceptable in principle. There is very little in the way of historic fabric remaining internally, although the agent has stated in the design and access statement that any interior features that remain will be refurbished and retained wherever possible.

The proposals would see the conversion of the existing building to 7 units of residential accommodation. This would comprise:

4 No. 2 bed 4 person measuring 75m², 87m², 95m² and 129m²

2 No. 3 bed 5 person measuring 88m² and 98m²

1 No. 1 bed 2 person measuring 63m²

The units would comfortably meet the requirements of the Councils' Residential Quality Guidance (2016).

The applicant has set out that they will utilise sensitive methods of intervention to undertake a conversion, reintroducing lost features where possible. The conversion would have the potential to improve the external appearance of the currently dilapidated building and enhance the character of Northenden Conservation Area, subject to appropriate soft and hard landscaping and boundary treatments.

The new build element of the scheme would see the creation of 21 units, this would comprise:

7 No. 1 bed 1 person measuring 39m² and 40m²

11 No. 2 bed 3 person measuring 61m², 62m² and 65m²

3 No. 2 bed 4 person measuring 70m²

The units would comfortably meet the requirements of the Councils' Residential Quality Guidance (2016).

Materials

The extensions would be constructed utilising red brick to match the existing Tatton Arms, with zinc standing seam roofing and powder coated aluminium windows with double glazed aluminium door system to the communal entrance and GRP composite doors to the externally accessed apartments.

The windows within the existing building would be painted softwood as existing.

It is considered that the materials selected are high quality and are appropriate in the context of the existing building and the wider Conservation Area, a condition would be recommended that samples are provided to be agreed prior to construction.

Design

A textured brickwork would be used to tie in with the brickwork of the existing building, vertical brick corbelling would be used to the upper storey for a contemporary interpretation of high level details to the existing building and to other buildings in the nearby area.

Boundary Treatment

The boundary treatment would constitute 1.1m high brick planters to the car park, 2.1m weld mesh perimeter fencing, 2.1m close-boarded timber fence to boundary with existing properties, low level brick walls with metal railings to Boathouse parking, 1.5m high metal railing to pedestrian gate and vehicular entrance and 2.1m high

metal railings to secure external entrances. It is considered that the treatments selected are a contextual response to the surroundings and are appropriate in Conservation Area terms.

Scale, Massing and Residential amenity

The apartment conversion would not have any harmful impact upon the residential amenity over and above the impacts that the existing building on site has or had when it was in use, with regards to overlooking or loss of privacy. Bringing the building back into use will improve residential amenity, as the building is currently in a dilapidated state and has been the focus of anti-social behaviour.

In addition, the part of the extension building fronting Boat Lane, which would be two storey in height, would not adversely impact upon the residential amenity of the adjacent property within the Boathouse conversion or upon properties on the other side of Boat Lane by virtue of the separation distances provided, the positioning of the windows proposed and the orientation of properties.



The large part of the extensions proposed are to the side and rear of the existing building, measuring two and three storey in height. The windows within the elevations of the extensions facing to the north would be looking towards the River Mersey where there are no properties, the windows within the elevations of the extensions facing to the east would be looking towards the wooded area to the east where there is no built form.





The proposed south elevation faces towards property to the south, namely the rear elevation of the property at the Boathouses fronting Boat Lane, the rear of property fronting Boat Lane and the front elevations of properties on Ollerton Close.

Views towards the existing rear elevation from property fronting Boat Lane (other than the Boathouses) and from property on Ollerton Close are largely obscured by a garage block constructed on the north side of Ollerton Close and by heavy tree cover.



View of the rear of the Tatton Arms from Ollerton Close

The distance provided between the proposed extension and the rear elevation of properties on Boat Lane (other than the Boathouses) is c. 30m, the relationship to the front elevation of properties on Ollerton Close would be between c. 21m and 31m. Given that the extensions proposed would be separated by this distance and be located to the north and would largely be obscured by mature screening to be retained, it is not considered that the proposal would result in loss of light or an overbearing impact.

The rear elevation of the properties known as the Boathouses are at an oblique angle to the windows proposed to the south elevation. Three first floor windows have been identified as having the opportunity to provide overlooking to the rear gardens of the property. These windows have been designed to project and to be angled with obscure glazing to the south face to prevent overlooking. The extensions proposed are located due north of the property at the boathouses.



The southern elevation would be located c. 4m from the shared boundary with the gable and the gardens of the nearest property in the Boathouses conversion. The extensions proposed are located due north so would not result in a loss of light. The proposal in this one particular location could be perceived as impinging upon the sense of openness when viewing the proposal at an oblique angle from the rear windows of the nearest property, or from the garden of that nearest property. However, on balance, taking into consideration all of the benefits of the scheme as a whole, this loss would not be so substantial as to warrant the refusal of planning consent.

Trees and Landscaping

A tarmac car park sits in front of the Tatton Arms, hard standing is also present to the area around the Tatton Arms to Boat Lane and to the rear.

The previously proposed scheme for development of the site was reliant upon the loss of large amounts of trees and a wooded area. This scheme would involve the loss of 8 trees, most of which are unclassified, T3 (U), T12 (U), T58 (U), T60 (U) and T78 (B) are within the site boundary, T32 (C), T37 (U) and T41 (U) are third party trees. Two of which are better classes of tree and will require mitigation planting.

The proposals set out the planting of 7 extra heavy standard trees and 9 smaller trees. This would be an appropriate level of replacement planting and the 7 heavy standard trees are in visually prominent locations.

Affordable Housing and Viability

As the scheme comprises more than 15 units on a site bigger than 0.3 hectares, policy H8 is applicable. The developer has submitted a Viability Assessment with the application which sets out that a fully market scheme would have a profit of 10.41% and a scheme with the 20% affordable housing provision would have a profit of 4.98%. The developer has set out in their Design and Access Statement that a delicate balance has had to be reached between viability and the sensitivities of the site and its location. They set out that the extent of the development is the minimum necessary to achieve the objective of retaining and restoring the Tatton Arms. The Viability information has been fully tested and the report shows that affordable housing is not viable. This is understood due to the costs of working to retain the existing building on site, which is in a poor state of repair. The recommendation is one of Mind to Approve subject to the signing of a legal agreement which will

include a provision for a reconciliation, which would require a contribution to be paid if values change at an agreed point.

Traffic, Vehicular Access and Parking

Policies SP1, T1, T2, H1 and DM1 of the Core Strategy seeks to ensure that all new developments adequately cater for their car parking needs and are located in sustainable locations, preferably on good bus routes.

The application site is considered to be in a highly sustainable location. The site is a short walk from Northenden District Centre, located around Palatine Road, where there is access to a range of shops and services and buses into the City Centre.

The parking provision is laid out as a surface level car park to the Tatton Arms frontage. In providing 30 spaces for the 28 residential units (including two designated disabled car parking bays), the proposal adequately caters for its parking needs which should not result in any pressure on on-street parking demands. 4 no. visitor parking spaces and 3 no. parking spaces are provided for the neighbouring Boathouse Cottages, accessed directly from Boat Lane.

Secure cycle storage is shown as being provided for sixteen bikes along the boundary of the Ollerton Close garages. It is recommended that this is uplifted to 28 spaces (there space is available in the location shown). A condition is recommended to address this requirement.

The Tatton Arms car park currently extends to the road edge. There is no pedestrian pavement. The proposals would provide a new 2.0m wide pavement to the entire length of the site running along Mill Lane and Boat Lane. Highways are satisfied subject to appropriate detailing and agreements.

Transpennine Trail

The proposal sets out the intention to formalise a public right of way and continue the Transpennine Trail to the south side of the Mersey, it is acknowledged that the works proposed in this regard would go towards meeting an aspiration set out in the Northenden Local Plan and be welcomed by the community.

Community Safety and Crime Prevention

Greater Manchester Police raise no objections subject to the recommendations within the Crime Impact Statement being secured by condition.

Amenity Space

Sufficient amount of amenity space are proposed in the form of a residents' courtyard formed between the existing Tatton Arms building and the extension proposed. Eleven apartments would have access to a private projecting balcony or terrace. There would also be access for residents to the large communal garden area to the east. Residents would also have ease of access to the Mersey Valley.

Plans include for an area of landscaped public realm for the benefit of the wider community, to be managed by the applicant.

Waste Management

Adequate refuse storage facilities are proposed in a centrally located bin store (1 x 1100 litres General Waste, 1 x 1100 Pulpable Recycling, 1 x 1100 Mixed Recycling and 1 x 1100 Food Waste). Bins will be taken by the management company to the refuse collection point located in curtilage on Boat Lane. The bins will be collected at kerbside. Once containers are empty the bins will be returned to the bin store by the management company. Designated bin storage is also to be provided for the neighbouring Boathouse cottages and to be collected from the same location.

Accessibility

As inclusive a design strategy has been adopted to the development proposals as possible, there are constraints for the existing building with regards to the levels on site and existing stepped accesses to the building.

The units within the extension (75% of units within the scheme) will be accessed by an accessible route from the car park, which will give access to the circulation core of the building which has a lift to access upper floors.

2 No. accessible parking spaces are provided on the site.

Flood Risk

Flood Risk Management have no objections subject to the imposition of appropriate conditions.

The Environment Agency are now satisfied subject to the imposition of an appropriately worded condition.

Sustainability

The existing building makes a positive contribution and contains a large amount of embodied energy. It can be more sustainable to retain and adapt and reuse rather than demolish and Historic England provide guidance on this issue. They advise that research shows that sympathetically upgrading and reusing existing buildings, rather than demolishing and building new, could dramatically improve a building's energy efficiency and would make substantial energy savings because the CO₂ emissions already embodied within existing buildings would not be lost through demolition. There is therefore a strong sustainability argument for retaining and adapting and extending existing buildings where it is possible to do so and material considerations do not suggest otherwise.

The developer has provided a detailed Environmental Standards Statement that sets out the development will incorporate an enhanced 'fabric led' material specification, along with high quality design and construction standards to improve the energy efficiency of the existing buildings and new build elements of the scheme. The new

build element will exceed Part L (2013) criteria for CO₂ emissions. A photovoltaic array will be integrated into the 3 storey new block on the flat roof and inward facing sloped roof. It is recommended that a condition is put in place to require the provision of Electronic Vehicle Charging for car parking spaces.

Air Quality

The Council will seek to improve air quality within Manchester and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

An Air Quality Assessment must be submitted to consider the impacts of the proposed development, both during construction and operation on local air quality and its subsequent effect on sensitive locations such as residential properties. The proposal would be highly accessible by public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development, however, a condition has been recommended to secure an air quality assessment to mitigate any localised impacts.

Construction Disturbance

Disturbance associated with redevelopment of the site and in relation to the location of the storage of materials during construction which would be addressed as part of the Construction Management Plan condition.

Ecology

Greater Manchester Ecological Unit is satisfied subject to the imposition of appropriately worded conditions and informatives.

Conclusion

This scheme now under consideration retains an existing non-designated heritage asset in a way that enhances the special character of the Northenden Conservation Area, within which it is located. The heritage benefits from securing the long term future of the Tatton Arms would be significant and it is acknowledged the applicant has sought to address the previous reasons for refusal in order to bring forward a viable high quality scheme.

The new build elements have been carefully considered in terms of impact on the Green Belt; as noted new development would normally be considered inappropriate where land has been designated as Green Belt. The sensitive siting of the extensions is such that there would be only a minor impact on the openness of the wider area and the applicant has demonstrated very special circumstances to justify the proposal. The public benefits arising from the social, economic and environmental aspects of the proposals are sufficient to clearly outweigh the limited impact.

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 Director 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 legal agreement which will include a provision for a reconciliation, which would require a contribution to be paid if values change at an agreed point.

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 application, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision

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

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

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

L0100 SITE PLAN
 L0110 BASEMENT PLAN
 L0111 LEVEL 00 PLAN
 L0112 LEVEL 01 PLAN
 L0113 LEVEL 02 PLAN
 L0124 APARTMENT LAYOUTS 5
 L0125 APARTMENT LAYOUTS 6

L0130 BOUNDARY TREATMENT PLAN
 L0131 REFUSE MANAGEMENT STRATEGY PLAN
 L0150 SITE SECTION THROUGH COURTYARD
 L0151 SITE SECTION THROUGH CIRCULATION CORE
 L0152 SITE SECTION THROUGH PROPOSED EXTENSION
 L0160 ELEVATION NE
 L0161 ELEVATION NW
 L0162 ELEVATION SW
 L0163 ELEVATION SE
 L0164 COURTYARD ELEVATION - EXISTING
 L0165 ELEVATION COURTYARD
 L0166 ELEVATION NE RIVER
 L0005 SITE PLAN
 L0006 SITE PLAN WITH DEMOLITION
 L0050 BASEMENT FLOOR PLAN WITH DEMOLITION
 L0051 LEVEL 00 PLAN WITH DEMOLITION
 L0052 LEVEL 01 PLAN WITH DEMOLITION
 L0053 LEVEL 02 PLAN WITH DEMOLITION
 L0054 ROOF PLAN WITH DEMOLITION
 L0120 APARTMENT LAYOUTS 1 - EXISTING
 L0121 APARTMENT LAYOUTS 2 - EXISTING
 L0122 APARTMENT LAYOUTS 3 - EXISTING
 L0123 APARTMENT LAYOUTS 4 - EXISTING
 L0001 LOCATION PLAN

Design and Access Statement prepared by OMI Architects November 2019

Planning Statement prepared by P4 Planning November 2019

Residential Viability Appraisal prepared by Grasscroft November 2019

Statement of Community Involvement prepared by OMI Architects November 2019

Visual Inspection note 14.08.2019 prepared by Scott Hughes

Visual Structural Inspection Report 11.07.2016 prepared by Scott Hughes

Environmental Standards Statement prepared by Element Sustainability December 2019

UG_265_LAN_GA_DRAW_01 Rev P03 General Arrangement

UG_265_LAN_HRD_DRW_02 Rev P02 Hard Landscape

UG_265_LAN_LSN_DRW_04 Rev P02 Landscape Supporting Notes

UG_265_LAN_SFT_DRW_03 Rev P02 Soft Landscape

Noise Assessment prepared by AEC 6 September 2019

Bat Surveys prepared by ADK

Preliminary Ecological Appraisal prepared by Urban Green October 2019

Flood Risk Assessment and Drainage Strategy prepared by Scott Hughes November 2019

Drainage Strategy GA 3552-SHD-00-ZZ-DR-C-0102 Rev P1

Report on Desk Study prepared by Applied Geology October 2019

Heritage Statement prepared by Planning Heritage October 2019

Transport Statement prepared by SK Transport Planning 02.12.2019

Received 04 December 2019

Crime Impact Statement prepared by Greater Manchester Police reference 2013/0375/03 Version A 10.12.19

Received 10 December 2019

Arboricultural Impact Assessment prepared by Urban Green October 2019

Received 20 December 2019

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

3. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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.

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 4 Dec 2019. 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.

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.

6. The development hereby approved shall not be occupied unless and until finished floor levels and flood resilient measures have been implemented with the Flood Risk Assessment and Drainage Strategy, ref 3552-SHD-00-ZZ-RP-C-001, Scott Hughes, 5 November 2019.

Reason: To reduce the risk of flooding pursuant to national policies within the NPF and local policy EN14.

7. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

8. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - a. Verification report providing photographic evidence of construction as per design drawings;
 - b. As built construction drawings if different from design construction drawings;
 - c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

9. The proposed development shall be carried out in accordance with the following mitigation measures:-
 1. Flood resilient construction methods shall be incorporated into the proposed ground floor conversion, in accordance with updated flood levels obtained from the Environment Agency.
 2. Identification and provision of safe routes into and out of the site to an appropriate safe haven.
 3. The preparation of an emergency evacuation plan, including the registration with Floodline to receive Flood Warnings.
 These mitigation measures shall be fully implemented prior to occupation. The mitigation measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

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

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

11. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

12. No building works or demolition or extension of the Tatton Arms shall occur until a reasonable avoidance method statement for bats is provided to and agreed in writing by the Local Planning Authority.

Reason: In order to prevent any habitat disturbance to bats in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

13. No building works shall occur unless a check for feral pigeon nests has occurred by a suitably experienced ecologist prior to works and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA. If feral pigeon nests are present then a general license issued by Natural England authorising destruction of feral nests should be provided to the Local Planning Authority.

Reason: In order to prevent any habitat disturbance to feral pigeons in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

14. Notwithstanding the details of the hard and soft landscaping treatment scheme as set out within the approved drawings, a further plan indicating biodiversity enhancement to be made shall be submitted within one month of the grant of consent. Landscaping and biodiversity enhancements shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub

of the same species and size as that originally planted shall be planted at the same place.

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

15. Notwithstanding the details shown on the plans submitted prior to first occupation of the development, details of a scheme for 28 cycle parking spaces shall be provided in writing to the local planning authority for approval. The approved scheme shall be implemented in full and made available for use and remain available for use whilst the development is occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

16. The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

17. Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:
 - The routing of construction traffic;
 - Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
 - Details of the location and arrangements for contractor parking;
 - The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
 - Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
 - Specify the working hours for the site;
 - The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
 - Identify advisory routes to and from the site for staff and HGVs;
 - A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

20. 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.

21. The approved scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

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

22. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the M60 motorway shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:
- | | |
|--|---|
| Bedrooms (night time - 23.00 - 07.00) | 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times) |
| Living Rooms (daytime - 07.00 - 23.00) | 35 dB L Aeq |
| Gardens and terraces (daytime) | 55 dB L Aeq |
- Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultants' report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

23. An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

24. Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

25. The windows to the south west elevation marked as being obscurely glazed on the approved plans shall be obscure glazed to a specification of no less than 5 of the Pilkington scale and shall be retained at all times thereafter.

Reason - In the interests of residential amenity and to ensure a satisfactory development, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

26. The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council.

Reason – In the interests of residential amenity, the preservation of the non-designated heritage asset and to ensure a satisfactory development, pursuant to policy DM1 and policy EN3 of the Core Strategy for the City of Manchester and saved policy DC18 of the Unitary Development Plan.

27. No part of the extensions to the Tatton Arms hereby approved shall be occupied until such a time that works for the refurbishment of the existing Tatton Arms building have been substantially completed.

Reason – In the interests of residential amenity, the preservation of the non-designated heritage asset and to ensure a satisfactory development, pursuant to policy DM1 and policy EN3 of the Core Strategy for the City of Manchester and saved policy DC18 of the Unitary Development Plan.

Informatives:

1. Whilst there is only a low risk of otter being present, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.

2. It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed and Himalayan balsam are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

Local Government (Access to Information) Act 1985

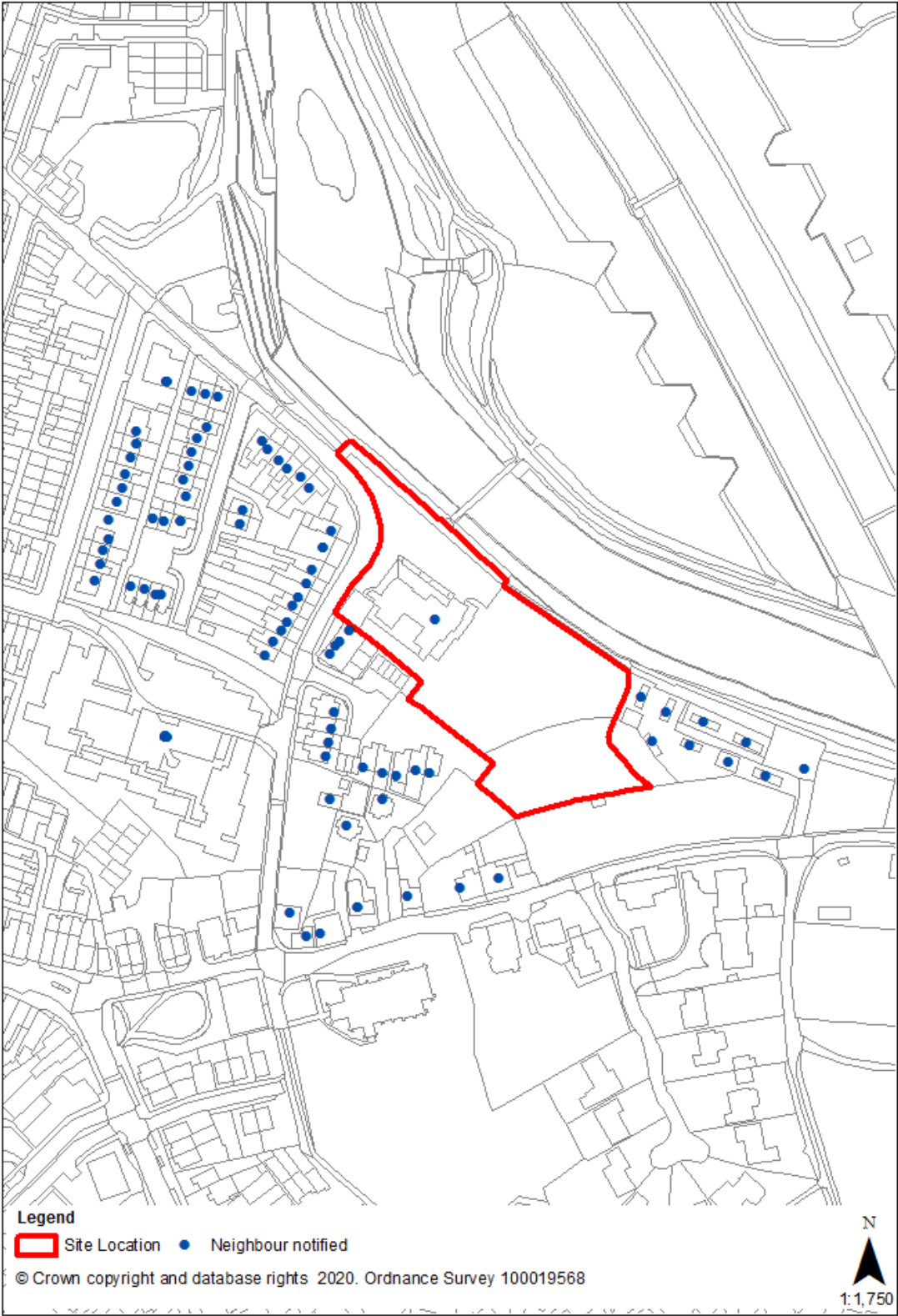
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125635/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
Northenden Neighbourhood Forum
Trans Pennine Trail Office
Northenden Civic Society
High Speed Two (HS2) Limited

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

Relevant Contact Officer :	Jennifer Connor
Telephone number :	0161 234 4545
Email :	j.connor3@manchester.gov.uk



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