



Planning and Highways Committee

Date: Thursday, 27 August 2020

Time: 2.00 pm

Venue: Virtual Meeting - https://manchester.public-i.tv/core/portal/webcast_interactive/485370

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 meeting will also be available for viewing after the meeting has closed.

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.

1.1 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

7 - 16

To approve as a correct record the minutes of the meeting held on 30 July 2020.

5. 126435/FO/2020 - 27 Trenchard Drive Manchester M22 5LZ, Woodhouse Park Ward

17 - 40

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

6. 125655/FO/2019 - Water Street Manchester M3 4JQ, Deansgate Ward

41 - 98

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

7. 125573/FO/2019 - Plot 11 First Street, Deansgate Ward

99 - 208

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

8. 126608/FO/2020 - Land To The South Of Store Street Manchester M1 2NE, Piccadilly Ward

209 - 278

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

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| 9. | 125871/LL/2020 - 42 - 46 Thomas Street (including 41-45 Back Turner Street) Manchester M4 1ER, Piccadilly Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 279 - 332 |
| 10. | 127142/FO/2020 - Land To The East Of The Fairway Manchester M40 3WS, Moston Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 333 - 360 |

Meeting Procedure

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. There is information below on how to seek to register to speak at an online meeting.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes. There is information below on how to seek to register to speak at an online meeting.
5. Members of the Council not on the Planning and Highways Committee will be able to speak for up to 4 minutes. They need to register this interest with the committee officer the at least one day before the meeting.
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 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.

External participation in the Committee's online meetings

Nominated representatives can continue to request to speak at the committee (only one person will normally be allowed to speak for and against an application). If you wish to nominate someone (including yourself) to speak, please contact <mailto:gssu@manchester.gov.uk> before 10am two days before the scheduled committee meeting (that will normally be before 10am on the Tuesday). You will need to provide:

- Name and contact details of the registered speaker (an email address will be required, in order that the speaker can be invited to join the meeting)
- Description and planning reference number of the matter on which they wish to speak
- If you want to speak in support or as an objector

Only one person can speak for or against any application. Please note that the applicant or an appointed agent will normally speak on their application, so you are unlikely to be able to speak in support of it. If there is more than one nomination to speak against an application, the person whose nomination was received first by the Council will be given that position.

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.

Copies of the agenda are available beforehand from the reception area at the Main Entrance of the Town Hall in Albert Square and may be viewed on the Council's website up to seven days prior to the date of the meeting (see web information below). Some additional copies are available at the meeting from the Committee Officer.

It is the Council's policy to consult people as fully as possible before making decisions which affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. 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. Members of the public are requested to bear in mind the current guidance regarding Coronavirus (COVID-19) and to consider submitting comments via email to the Committee Officer rather than attending the meeting in person. The contact details of the Committee Officer for this meeting are listed below.

Agenda, reports and minutes of all Council meetings can be found on the Council's website www.manchester.gov.uk

Joanne Roney OBE
Chief Executive,
3rd Floor, Town Hall Extension,
Lloyd Street,
Manchester, M60 2LA

Further Information

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

Andrew Woods
Tel: 0161 234 3011
Email: andrew.woods@manchester.gov.uk

This agenda was issued on **Wednesday, 19 August 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA.

Planning and Highways Committee

Minutes of the meeting held on Thursday, 30 July 2020

This Planning and Highways meeting was conducted via Zoom, in accordance with the provisions of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Present: Councillor Curley (Chair)

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

PH/20/30 Supplementary Information on Applications Being Considered

A copy of the late representations that were received in respect of applications (126669/FO/2020, 126668/FO/2020, 125655/FO/2019, 126648/FO/2020, 125573/FO/2019 and 125635/FO/2019), since the agenda was issued, was circulated.

Decision

To receive and note the late representations.

PH/20/31 Minutes

Decision

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

PH/20/32 126669/FO/2020 - Land Bound by Old Mill Street and Great Ancoats Street, Manchester, M4 6EE - Ancoats and Beswick Ward

The application relates to 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.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members raised concerns regarding the non-inclusion of affordable housing as part of the development

The planning officer reported that there was no requirement for affordable housing as part of the proposal for the reason that the proposal is exempt under the Council policy. It was reported that there is an overage agreement in place where the Council may receive a sum from profits made from the development that could be used on affordable housing.

A member referred to the arrangements for water drainage and flood management of the site and whether the proposed condition was sufficient to address this.

It was reported that Flood Risk Management Team had been consulted and were satisfied that the proposed scheme would deal with water run-off from the site.

A member made reference to public realm provision on the site and that the trees would be sited within large planters and making the point that the life span of trees planted in this way was much shorter than trees planted in the ground. Officers were asked if it was possible to add a further condition to ensure trees are planted in the ground where possible and to avoid underground services.

The Planning Officer suggested that an additional condition be added to request officers to explore the possibility of planting trees in the ground where appropriate to avoid underground services and to delegate planting approval to the Director of Planning in consultation with Chair of the Planning and Highways Committee.

A councillor proposed the approval of the application and the Committee gave this their support.

Decision

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted and subject to the addition of a further condition for the determination of the location for tree planting to be delegated to the Director of Planning in consultation with the Chair of the Planning and Highways Committee.

PH/20/33 126668/FO/2020 - Land Bound by Silvercroft Street, Crown Street and the Mancunian Way, Manchester, M15 4AX - Deansgate Ward

The application relates to a proposal for:

- 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 with a residents' garden on the roof space of the podium between them. There would be amenity space comprising flexible spaces, such as meeting rooms and private dining areas, looking out on to and with access to the residents' garden. The top two levels of each tower would each accommodate four three-bed duplexes. The roof top of each tower would have a building maintenance unit screened by the same elevational treatment as the floors below.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members of the Committee welcomed the proposal, in particular the inclusion of a park, medical facility and a school building which would help to promote and support sustainable living for residents living in the city centre.

A member referred to the construction management plan and asked officers if the plan is sufficiently robust to protect the quality of life of residents in neighbouring areas in Hulme and Castlefield.

The Committee were advised that the scale of the construction site is large enough to include a concrete production site which would mean that there will be no vehicles carrying concrete to the site. The developer involved has been constructing buildings within the city centre over a number of years and uses a tried and tested management plan which had so far resulted in no complaints being received.

A councillor proposed the approval of the application and the Committee gave this their support.

Decision

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

**PH/20/34 125655/FO/2019 - Water Street, Manchester, M3 4JQ -
Deansgate Ward**

The application relates to a planning permission previously 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.

The application 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 and subject to action if there is a breach of the agreement. The one bedroom units in development are targeted at those requiring a short term base in the city centre.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members expressed concern at the small size of the one bedroom units and referred to the mitigation that the tenancy agreement for the units is limited to six months only. The point was made that the units' limited space could impact on the quality of life of residents living there. Co-living is a new concept and untested in Manchester and there were concerns that this may not be an appropriate development for the city and should be tested on a smaller scale first. Concern was expressed that the proposal would conflict with policies on space standards and sustainable communities and the cluster. Reference was made to the limited number of mobility adaptable units (25) and the absence of on-site disabled parking for the development. Reference was made to the meeting of the Executive – Minute number Exe/20/75 Co-living in Manchester and the conflicting nature of the planning proposal to the terms for co-living set out the Executive report.

It was proposed that the committee be minded to refuse the application on the basis of the scale of the development and number and size of co-living units and the lack of disabled parking bays proposed are in conflict with current space standard and community sustainability policies and the terms set out within the 'Co-living in Manchester' report to the Executive (3 July 2020). That was put to the vote and carried.

Decision

Minded to refuse on the basis of the scale of the development and number and size of co-living units and the lack of disabled parking bays proposed are in conflict with current space standard and the terms set out within the Co-living in Manchester report to the Executive (3 July 2020).

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/20/35 126648/FO/2020 - Water Street, Manchester, M3 4JQ - Deansgate Ward

This application relates to planning permission 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 and subject to action if there is a breach of the agreement. The one bedroom units in development are targeted at those requiring a short term base in the city centre.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members in considering the application indicated that the application be minded for refusal on the basis that the application is not consistent with Core Strategy Policies: CC3, CC6, CC9 (impact on St Johns Conservation Area) and CC10 current Space Standards and the terms of the Executive report 'Co-living in Manchester' (3 July 2020) and the inadequacy of the Section 106 agreement which seeks to correct the conflict with the council's Space Standards, scale of the development and detrimental impact on the surrounding area. Reference was also made to the limited number of disabled parking places for the development.

It was proposed that the committee be minded to refuse the application on the basis of the scale of the development and number and size of co-living units and the lack of disabled parking bays proposed are in conflict with current space standard and community sustainability policies and the terms set out within the 'Co-living in Manchester' report to the Executive (3 July 2020). The vote on the proposal to be minded to refuse was lost and Committee then voted on the substantive recommendation to approve, and that was carried.

Decision

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

PH/20/36 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

This application relates to 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 and 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.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

It was proposed that there be a site visit for the reason that it would be helpful for the Committee to see the site and adjacent areas and the impact on listed buildings at Cambridge Mill and MacIntosh Mill. That was voted upon and carried.

Decision

To defer consideration of the matter to allow a site visit to be carried out by the members of the Committee.

(Councillor Riasat left the meeting.)

PH/20/37 125635/FO/2019 - Tatton Arms, Boat Lane, Northenden, Manchester, M22 4HR - Northenden Ward

This application relates to the conversion of the 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. The applicant is 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.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

It was proposed that the committee approve application and the committee gave this their 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
126435/FO/2020	1 st Apr 2020	27 th Aug 2020	Woodhouse Park Ward

Proposal Conversion of the existing dwelling to create 2 no. three bedroom dwellings; and the erection of 2 x 4 bedroom dwellings with associated car parking and landscaping

Location 27 Trenchard Drive, Manchester, M22 5LZ

Applicant Mr Kanwarpreet Singh , 17 Wood Road, Sale, M33 3RS,

Agent Mr DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, M33 7RE

Description

The application site measures 1.421m² in size and is located on the western side of Trenchard Drive. It is irregular in shape and consists of nos. 25 and 27/29 Trenchard Drive. No. 25 Trenchard Drive was a former garage that was converted into a dwellinghouse, albeit without the benefit of planning permission, while nos. 27/29 Trenchard Drive, was originally a pair of semi-detached dwellings that was last used as a single residence (now vacant following a fire). No.27/29 Trenchard Drive is shown below and no. 25 Trenchard Drive (white dormer building) can be seen on the extreme left:



The site is shown edged red on the plan below.



To the north of the site lies the landscaped buffer associated with a Manchester Airport operated long stay car park and to the west is an enclosed grass paddock associated with The Tatton Arms PH which is located further south at the junction of Trenchard Drive and Ringway Road. To the south of the site stands a pair of semi-detached dwellings. To the east of the site, on the opposite side of Trenchard Drive, there is a cleared plot of land (nos. 30-40 Trenchard Drive) which benefits from a planning permission for 15 dwellings (ref. 118924/JO/2018). That site is shown hatched blue on the plan above. The neighbourhood consists predominantly of two storey semi and terraced dwellings, though several commercial properties are located close to the junction of Trenchard Drive and Ringway Road, namely The Tatton Arms PH, the Moss Nook Restaurant (currently vacant) and a detached two storey office premises called Moss Nook House.

The applicant is proposing the following:

- Conversion of nos. 27/29 Trenchard Drive into a pair of 3 bed semi-detached dwellings.
- Erection of a rear dormer extension to nos. 27/29 Trenchard Drive.
- Erection of a 3 storey pair of 4 bed semi-detached dwellings to the side of nos. 27/29 Trenchard Drive.
- Provision of 8 car parking spaces, 2 per dwelling.
- To facilitate the proposal the existing conservatory and no. 25 Trenchard Drive (the converted garage) would be demolished.

Originally the applicant has proposed to erect a terrace of 3 dwellings and provide a substantial amount of parking/hardsurfacing. However, this was considered overdevelopment and the applicant was requested to amend the proposal. The proposed layout is shown on the left alongside the original superseded scheme.



Consultations

Local Residents – Thirteen letters have been received from local residents and businesses, the comments are summarised as follows:

- The revised plans are much better as semi-detached houses are in keeping with the rest of the houses on that side of the road.
- A pair of semi-detached houses would be more appropriate than a terrace of three.
- The proposal exacerbates further the overdevelopment in the area alongside the 30 Trenchard Drive development facing it.
- Taking the current application for 27/29 Trenchard Drive and the previously passed application for 30/40 Trenchard Drive would more than double the present population and vehicles in this small community and cause gridlock on the narrow roads during and after construction of both sites. This is clearly over development in a small community area.
- The proposed new buildings are totally out of place and out of character to the existing street scene in terms of style, size and features and its window features are completely different. The buildings will be three storeys high with balconies overlooking most of the area.
- Should the Committee be mindful of Approving the application the style, windows, doors, and roofing etc. should match the existing 27/29 Trenchard Drive and a construction management plan condition should be imposed.
- Construction vehicles would be parked all along Trenchard Drive if the proposal was approved.

- The land to which the application is subject is located at the north westerly corner of the land owned by our company and currently traded as the Tatton Arm. The car park for the public house and hotel extends up to the boundary with the proposed new dwelling. The car park is used 24 hours a day due to the pub's proximity to Manchester airport. The proximity to the boundary may raise the potential for future noise complaints around the use of the car park.

Ward Members – Correspondence has been received from Cllr Newman, the comments are summarised below:

- If planning permission is granted for 27-29 Trenchard Drive, it is important that a Section 106 agreement is imposed to ensure that there is some benefit to the local community in the Trenchard Drive area. There would also need to be a construction plan agreed with the local residents.
- Notwithstanding this, there is concern about the size of the proposed development. It is reasonable to refurbish and modernise the current semi-detached houses, but it would be an overdevelopment to build further.
- Apart from the potential transformation of this small locality, the problems of access for construction vehicles and the access and parking difficulties for existing residents would be a nightmare during simultaneous construction of this scheme and the one opposite.

Highway Services – Have made the following comments:

- The levels of parking proposed, i.e. two spaces per unit, is considered acceptable.
- Consideration should be given to vehicle charging points.
- The provision of dropped kerbs and proposed relocation of a street lighting column along Trenchard Drive will require the applicant to seek agreement in due course from the appropriate Highways section.
- Any proposed boundary treatment adjacent to the adopted highway should comply with the requirement to be visually permeable upwards of 600mm.

Environmental Health – Suggests the imposition of acoustic insulation, refuse storage and contaminated land conditions.

Greater Manchester Police – The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors. Developments that are built to this standard are less likely to be susceptible to crime.

Greater Manchester Ecology Unit – GMEU have made the following comments:

- No significant ecological issues were identified by the developer's ecological consultant. Issues relating to bats, nesting birds and landscaping can be resolved via condition and or informative.
- The existing building has been fire damaged and is empty but generally the exterior is in good condition. As individual bats can turn up in unexpected locations it is recommend an informative regarding the Habitat Regulations is attached to any permission granted.

- A condition limiting vegetation clearance to outside the bird nesting season is recommended.
- Requests the submission of a landscaping/bio-enhancement plan.

United Utilities Water PLC – In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy.

Accordingly, it is requested that the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Manchester Airport Safeguarding Officer – No objections and requests the imposition of an informative about the use of cranes in the construction of the proposal.

Policies

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 59 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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.

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.'

The following policies within the Core Strategy are considered relevant:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy H1, *Overall Housing Provision* – States that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

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

Policy H7, *Wythenshawe* – states that the Council expects Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon 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 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. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. 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, including from Combined Heat and Power and biomass plant.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues 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.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- 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):-

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

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.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Manchester Residential Quality Guidance 2016 – 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 ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (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 houses.

As will be demonstrated in the report it is considered the proposal complies with all relevant policies.

Issues

Principle of the Proposal – No. 27/29 Trenchard Drive was historically in use as two dwellings and its conversion back into two is acceptable in principle. The construction of two additional dwellings on the site (a net increase of two following the demolition of no. 25 Trenchard Drive) is also considered to be acceptable given the size of the site itself, the existing use and the residential character of neighbourhood in which the site sits. In addition, policies SP1, H1 and H7 of the Core Strategy and the guidance within the NPPF underline the requirement for new family housing both nationally and locally and this proposal meets those strategic requirements for housing growth.

Notwithstanding the above, there are detailed matters that need to be considered. This includes impact of the proposal on the existing levels of residential/visual amenity within the vicinity of the site and any potential impact on pedestrian/highway safety along Trenchard Drive and Emerald Road.

These have been assessed thoroughly as set out below.

Design – The front elevation and one side elevation of the existing dwelling remain unaltered. The other side elevation, apart from the demolition of the existing single storey side extension, sees only the introduction of an additional door and window. The proposed rear dormer is the only addition to the rear elevation and its traditional design is considered acceptable.

The new build dwellings would be of traditional brickwork and tile construction, though would be more contemporary in design incorporating feature gable windows to the front elevation, which is a feature seen on several of the 1930s dwellings in the surrounding neighbourhood. The new dwellings have been designed to reflect the existing dwelling in terms of proportion and scale with similar window features. The proposed dwellings are slightly taller than no. 27/29 Trenchard Drive, as can be seen below, but given that the dwellings on the western side of Trenchard Drive do vary in height along its whole length this is considered acceptable.

Overall, the design of the proposal is considered acceptable.



Siting – The new build element would be sited to the north of the existing dwelling in the location indicated by the white star.



The main front elevation of the new build element (indicated by the red arrow) lines up with no. 27/29 Trenchard Drive and the car parking spaces have been sited to the side of the dwellings. Given this, the siting of the proposal is considered acceptable.



It is recognised that two of the parking spaces are sited forward of the building line but as they would be screened by hedging their location would not have a detrimental impact on the street scene. It must also be noted that the overall scheme has been reduced from five to four proposed dwellings and the proposed layout would retain the sense of space and openness around the dwellings and to the boundaries of the overall application site.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards (SS) for residential developments.

The amount of floor space proposed for the four units is as follows:

- Unit 1 – 125.9m² (conversion unit)
- Unit 2 – 121.8m² (conversion unit)
- Units 3 and 4 – 190.9m² (new build units)

As the space standards require between 84 to 102m² for units 1 and 2 and between 97 to 124m² for units 3 and 4, it is considered that sufficient living space for the future residents of these dwellings would be provided.

Accessibility – The site is nominally flat and wheelchair access from Trenchard Drive would be unobstructed. In addition to the level access, the interior layout of the proposed dwellings is considered acceptable and offers spacious circulation space. The development has also been designed in accordance with Part M of the Building Regulations.

Scale and Massing – The proposed new semi-detached dwellings are approximately 70cm higher than no. 27/29 Trenchard Drive which would not be perceptible when viewed from outside the site. Given this and acknowledging the existing dwellings on the western side of Trenchard Drive do vary in height along its whole length, the scale of the proposed semi-detached dwellings is considered to be acceptable. The use of large amounts of glazing at second floor level and the inclusion of a two storey bay helps to break up the overall massing of these dwellings and add interest.

Landscaping – To mirror the existing boundary treatment along Trenchard Drive the applicant is proposing to plant hedging along the front perimeter. This also has the added benefit of screening the two car parking spaces that are sited in front of the building line. In front of the hedging would be 0.9 metre high iron railings. The side and rear perimeters would be enclosed by timber fencing.

A planning condition is suggested which would require the applicant to submit details of the hedge species and trees, the indicative location of which is shown on the proposed layout drawing. Given the close proximity of the final approach to Manchester Airport careful consideration would need to be given to the species and number of trees to be planted in order to prevent any reduction in aerodrome safeguarding.

Ecology – GMEU have acknowledged that there are no significant ecological impacts resulting from the proposal. Notwithstanding this, they have requested the imposition of conditions controlling when vegetation can be removed and seeking the introduction of bat and/or bird boxes. While these conditions would be attached to any approval granted it might be the case that only bat boxes can be installed as the presence of bird boxes might conflict with aerodrome safeguarding.

Residential Amenity – The impact on residential amenity has been assessed in terms of the proposal's impact on privacy, overshadowing and noise resulting from increased activity.

Privacy - The southernmost elevation of the proposal, i.e. the side elevation of the existing dwellinghouse, is located approximately between 9.2 to 10½ metres away from the boundary with no. 23 Trenchard Drive and approximately 12.7 to 14 metres away from the property itself. As no new windows are to be installed in this elevation it is not considered that this element of the proposal would lead to additional overlooking and subsequent loss of privacy.

The northern elevation of the new build element and the western elevations of the existing dwelling and new build element all face the landscaped buffer associated with the long-stay car park, accordingly these elevations would not give rise to overlooking.

The front elevation (eastern elevation) of both the existing dwellinghouse and the new build element face the site of no. 30-40 Trenchard Drive, the site on which consent has been granted to build 15 dwellings. These elevations, which would be approximately 16 metres away from the front boundary of that site, consist of a mix of habitable and non-habitable rooms and two small balconies at second floor level on the flat roof of the bays. The distance between the two sites together with the presence of a belt of mature trees (protected by a Tree Preservation Order) and the fact that both sites are separated by the public realm, it is not considered that the windows and balconies in the front elevations would lead to a reduction in privacy.

To conclude, it is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of properties that adjoin the site.

Overshadowing – Given the siting of the new build element and the distance between this and the nearest dwellings on the opposite side of Trenchard Drive with the protected trees, it is not considered that the proposal would contribute to any problems of overshadowing that already exist.

Increased Activity – The existing properties are currently vacant following a fire, however, they have been occupied by two households, one at no. 25 Trenchard Drive, with the other at no. 27/29 Trenchard Drive. With the proposed demolition of no. 25 Trenchard Drive and the conversion of no. 27/29 Trenchard Drive back into two separate households, the building of the proposed semi-detached dwellings would see a net increase of two units on the site.

Given this small increase of new homes, it is not considered that any additional activity would have a detrimental impact on existing levels of residential amenity.

Impact on the Residential Amenity of Future Residents – The Tatton Arms PH have raised concerns about the proximity of the development to their premises and car parking facilities, particularly that the activities associated with the public house might give rise to complaints about noise from future residents. While a valid concern it should be noted that the public house and its car parking facilities are approximately 105 and 115 metres away from the new build element. Given these distances, and the fact that Environmental Health have requested the imposition of an acoustic insulation condition, it is not considered that the future residents of the proposal would be unduly impacted upon by the activities associated with the public house.

Visual Amenity – Given the design, scale and massing of the proposal, along with the front boundary treatment, it is considered the proposal would complement and not adversely impact the visual amenity of the area.

Pedestrian and Highway Safety – At present two properties occupy the site, albeit one does so without the benefit of planning permission. It is not believed two additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety along Trenchard Drive.

It is also noted each dwelling would have its own car parking spaces which will alleviate pressure on Trenchard Drive.

Energy Efficiency and Climate. The energy efficiency rating of the proposed development would comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes.

The proposal would include the following:

- Thermally efficient wall and roofing materials,
- Thermally efficient windows,
- All insulation materials, including cylinder, pipes, loft hatch and doors, have a Global Warm Potential of less than 5,
- Condensing boiler would produce less than 40mg of nitrogen oxides per kilowatt hour,
- Installation of 7kW vehicle charging points for all four dwellings,
- Internal water use within all dwellings to be reduced to 105 litres per person per day through the provision of water saving fittings,
- Surface water (run-off & flood risk) to be limited through the use of Sustainable Drainage Systems if possible,
- Peak rate of run-off to existing surface water system is no greater for the developed site than it was for the pre-developed site. If greater, attenuation to be adopted,
- External parking areas to be formed with permeable surface materials or taken to soakaways as appropriate.

To ensure the above are incorporated into the proposal an appropriately worded condition is recommended .

Air Quality – The provision of two additional dwellings on the site would not have an unduly detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built. In terms of the running of two additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an unduly detrimental impact upon air quality.

Sufficient space exists within the curtilage of all four plots to allow for the storage of cycles and 7kW vehicle charging points are proposed to be installed in the parking spaces for all four dwellings. Both of these measures would help reduce the reliance on the traditional motor vehicle. In addition, it is noted that the proposed boilers would produce less than 40mg of nitrogen oxides per kilowatt hour which is in line with the good practice principles for air quality.

Drainage – The applicant has stated that where possible a Sustainable Drainage Scheme would be incorporated into the scheme. This would be dependent on future filtration testing to ensure soakaway times can be achieved. To ensure that this is the case an appropriately worded condition is suggested.

Waste Storage – Environmental Health have confirmed that the submitted waste management strategy is acceptable and have requested that it be conditioned to ensure future compliance with it. The strategy states that four separate 240 litres wheelie bins for each dwelling would be provided for general refuse, pulvable recycling, mixed recycling, and garden/food waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling. The bins would be stored at the rear of the dwellings and taken to the kerbside on collection day.

Given the above, the waste storage provision for the proposal is considered to be acceptable.

Crime and Security – As requested by GMP, a condition requiring the development to achieve Secured by Design accreditation would be attached to any approval granted.

Construction Management Plan – Local residents are understandably concerned about the construction process, given the development site opposite and the residents' parking zone that exists on the surrounding roads. To ensure that any disturbance is kept to a minimum a condition would be imposed that requires the applicant to submit a construction management plan which must also include a consultation with local residents.

Affordable Housing – As the proposal is for four dwellings it falls below the triggers relating to affordable housing in Policy H8 of the Manchester Core Strategy, i.e. 15 units.

Comments on the application – Most of the comments raised have already been addressed. It is noted that there has been a request for a legal agreement due to concerns about this proposal adding to impacts from other development in the area.

Such agreements should only be used where it is not possible to address unacceptable impacts through a planning condition. Members will also recall that planning obligations must also only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Given the size of the proposed development it is considered that if there is any impact on residential and visual amenity, this can be ameliorated using planning conditions. Furthermore, given the number of units proposed it is not considered that any off-site works such as highway improvements could be justified. Accordingly, it is not considered appropriate to enter into a Section 106 agreement in this instance.

Conclusion

The conversion of no. 27/29 Trenchard Drive back into two dwellings, along with the proposed rear dormer extension, is considered acceptable. As has been demonstrated above, the design, siting and massing of the two additional dwellings is comparable with that in existence in the area and the proposed density reflects that seen in the neighbourhood. As a result it is not considered that the proposal would have a detrimental impact on the character of the area, nor would it have a detrimental impact on the levels of residential and visual amenity within the vicinity of the site. In addition, as only two additional dwellings are in effect being proposed, the development would not result in a large increase in traffic movements to and from the site, as a result it is not considered that the proposal would reduce the levels of pedestrian and highway safety enjoyed along Trenchard Drive.

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 to resolve any problems arising in relation to dealing with the planning 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:

- a) Drawing no.13673/OS, stamped as received on 6 March 2020
- b) Drawing no. 01, stamped as received on 6 March 2020
- c) Drawing no. 02, stamped as received on 6 March 2020
- d) Drawing no. 05c, stamped as received on 4 August 2020

- e) Drawing no. 07b, stamped as received on 13 August 2020
- f) Drawing no. 08b, stamped as received on 13 August 2020
- g) Drawing no. 09a, stamped as received on 9 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) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations 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 Manchester Core Strategy (2012).

4) 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 any dwelling 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).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7, H8 and DM1 of the Manchester Core Strategy (2012).

5) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. 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 Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

6) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the local road network and Manchester Airport 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.

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 consultant's 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 or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy.

7) 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 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.

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.

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 Manchester Core Strategy.

8) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

9) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 23 March 2020 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

10) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the dwellinghouses. The car parking spaces shall remain in-situ for the duration of the development

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester 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 in order to comply with policy EN15 of the Core Strategy.

12) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

13) Above grounds works shall not commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the 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 Manchester Core Strategy.

14) 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.

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 Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

15) The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Statement, stamped as received by the City Council as local planning authority on 23 March 2020. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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 for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) No above ground works associated with the four dwellinghouses hereby permitted shall commence until the existing house known as 25 Trenchard Drive has been demolished in full in accordance with the drawing no. 08b, stamped as received on 13 August 2020, and the Design and Access Statement, stamped as received on 1 April 2020.

Reason – In the interests of residential amenity and to prevent the overdevelopment of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

17) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- a) Evidence of community engagement with adjoining residential occupiers with regard to construction management arrangements. In particular, that residents have been notified in writing with respect to the timescale for the commencement and completion of development, hours of work and site access arrangements.
- b) Details of an emergency telephone number.
- c) Dust suppression measures.
- d) Compound locations where relevant.

- e) Location, removal and recycling of waste.
- f) Parking and routing of construction vehicles.
- g) Sheeting over of construction vehicles.
- h) The washing of contractor wheels and access roads.

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

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: 126435/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:

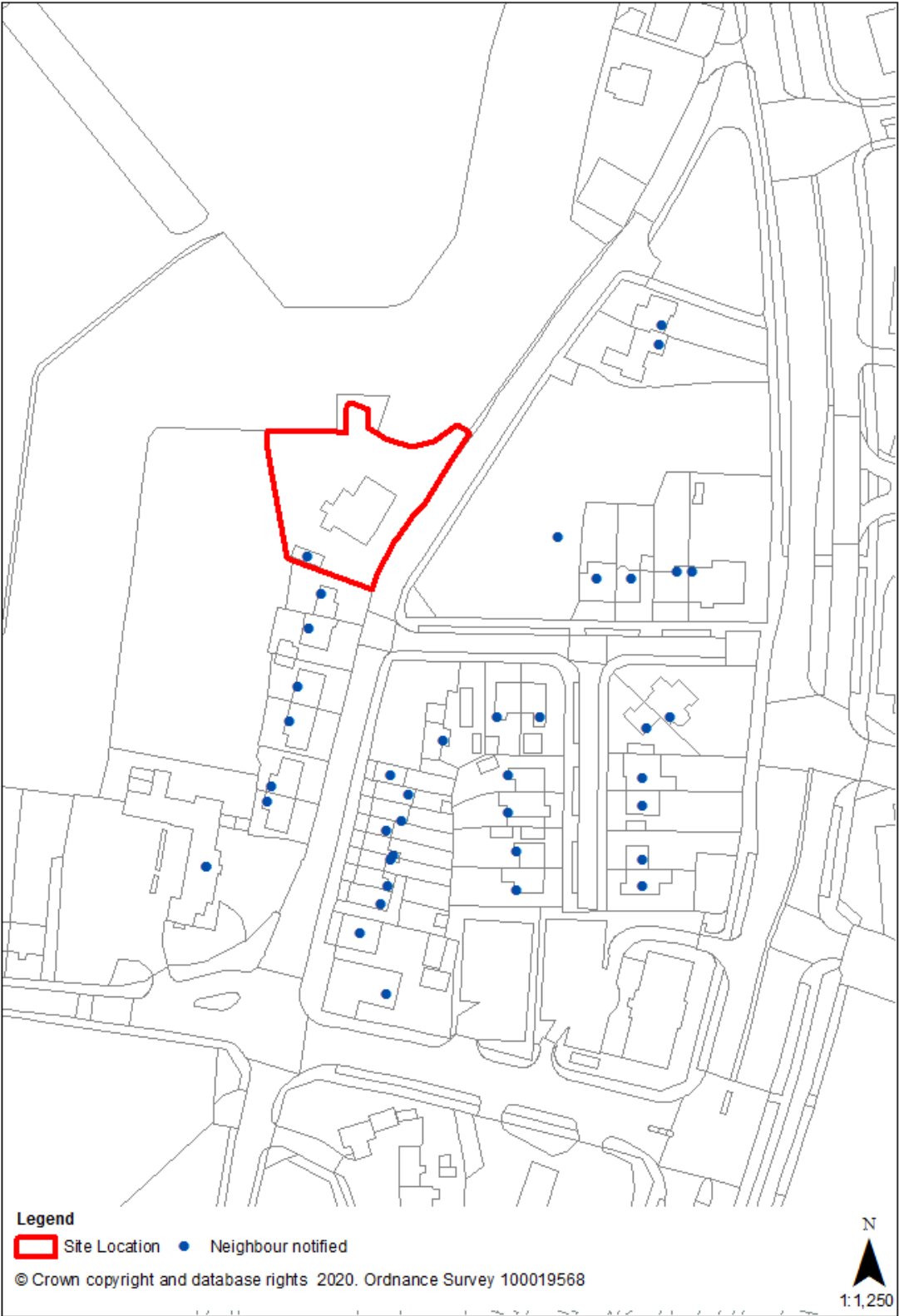
TREMAR Residents Association
 Highway Services
 Environmental Health
 South Neighbourhood Team
 Greater Manchester Police
 United Utilities Water PLC
 Manchester Airport Safeguarding Officer
 Greater Manchester Ecology Unit

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:

Highway Services
 Environmental Health
 Greater Manchester Police
 Greater Manchester Ecology Unit
 United Utilities Water PLC
 Manchester Airport Safeguarding Officer

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : d.lawless@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
125655/FO		30 July 2020	Deansgate

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 Union Living Limited, C/o Agent

Agent Mr Niall Alcock, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

BACKGROUND

At its meeting on 29 July 2020 the Committee resolved that it was 'minded to refuse' this application on the grounds that the number of units proposed was too large and it did not provide sufficient parking for disabled people. They requested officers to bring a report to the next meeting which addresses these concerns.

At the same meeting, the Committee approved a scheme of exactly the same nature immediately on the opposite side of Water Street (126648/FO/2020), that was 4 storeys taller, with the same parking arrangements. This application raised the same planning and policy issues, in the same context, as the scheme that is now under consideration.

The resolution of the Executive regarding Co-living is not formal planning policy but is a material consideration. The caution expressed in the Executive report referred to the total number of units that could be supported in the first instance, ie upto 5000 units in a restricted numbers of locations including St Johns. There was no suggestion in the report about limiting the number of units in an individual scheme and, pepper potting a series of smaller schemes within the areas identified as being suitable would have many adverse consequences for those areas in terms of their ability to accommodate the commercial development that is essential to their success and that of the City Centre and Manchester. On this basis Officers do not believe that the application could be refused on this basis.

The Executive report noted that car parking would not generally be a component of a Co-living scheme and 126648/FO/2020 was approved by the Committee at the last meeting. The applicant has secured access to 35 parking spaces within the basement of Manchester Goods Yard which they would only make available to residents who are disabled and require a parking space. These spaces would be available to residents who have access needs in this proposal and the T2 scheme that was approved at the last meeting.

Officers do not believe that a reason for refusal on the basis of a lack of parking for disabled people could be substantiated. If Member remain sufficiently concerned the following reason is suggested but there would be no policy basis for such a reason:-

The application does not provide sufficient parking facilities for disabled people.

Notwithstanding the suggested reason for refusal, for the reasons set out above and in the remainder of this report, the recommendation of Officers is that this application be approved subject to a s106 agreement

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.

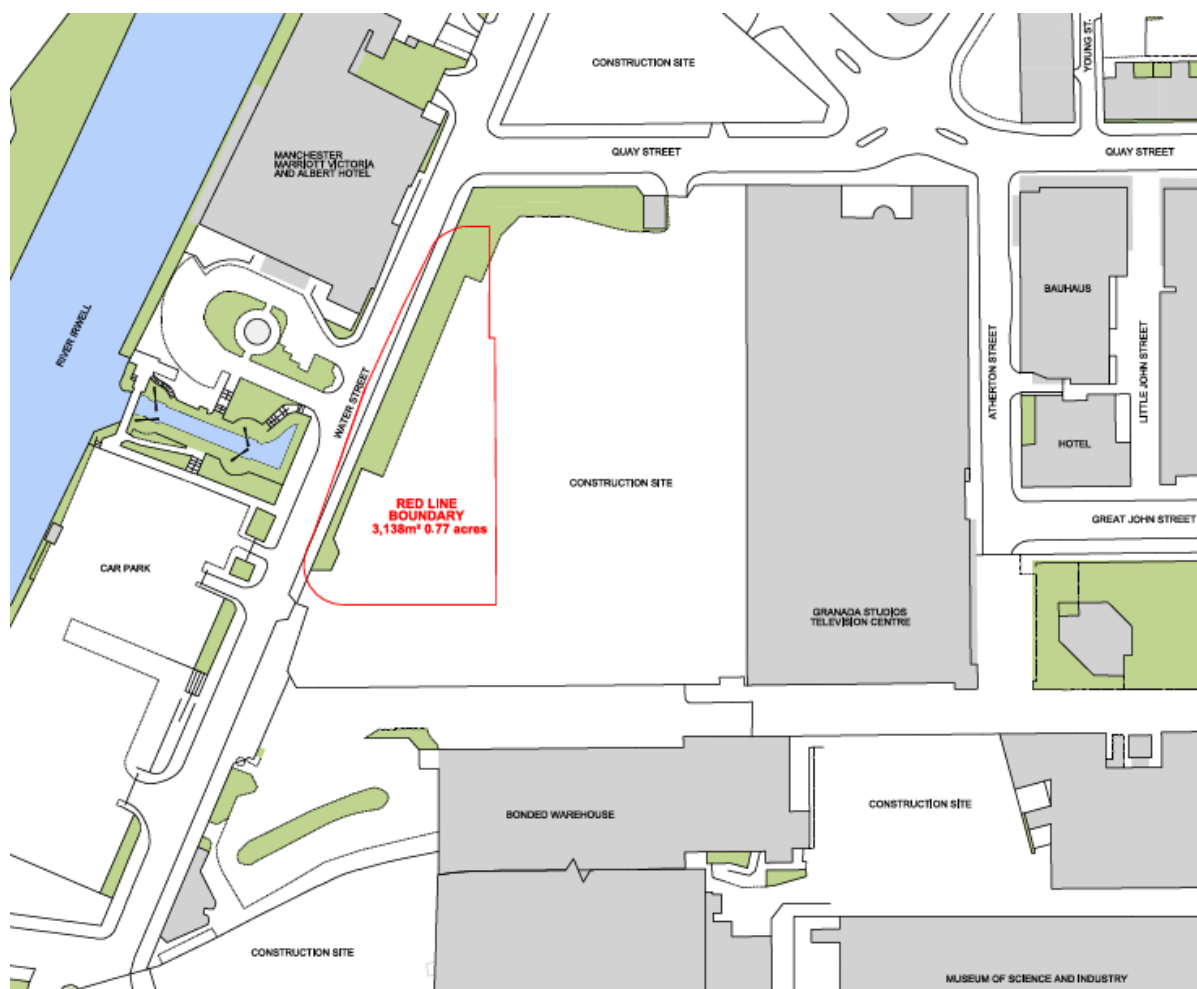
Shared living has a flexible tenure and aims to meet the needs of agile workers seeking well managed accommodation with all-inclusive bills with no-strings attached. It seeks to offer privacy within a communality with social spaces and often an active social programme. It is anticipated that the accommodation 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 pulvable 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

35 parking spaces would be made available to only disabled people in the basement of Manchester goods Yard and spaces are available at 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; EIA and a development in the public interest. Site notices have been displayed and businesses and residents in the area notified of the application.

2 letters of objection state 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 high rise buildings in the City centre, without any consideration of availability of infrastructure. This is a high density area with more development underway to add to a major problem. This building will darken the surroundings in relation to sunlight and daylight.

Four letters of support have been received that note that UNION would revolutionise for city living. It will offer something the city doesn't have and would benefit so many, especially those who are new to the city. Not only those new to the city, but vital to those who are newly entering the job market, and help keep the talent in Manchester whilst young professionals establish themselves on a lower income.

This product can only be found in suburban areas e.g. Didsbury, Chorlton, Fallowfield and there is a lack of similar provisions in the city centre for young professionals to live and cohabit. UNION would provide social spaces and residents would feel they had a small community area to congregate. This would be a significant progression on the currently landscape of city living, with the majority of apartments being 1 or 2 bed apartments in isolation, whereas this would be a game changer in having more opportunities for socialising and meeting new people. This aligns with much of the ideals of living in town with a sense of unity and social cohesion amongst residents.

The tailored activities allow people to meet during an activity or example a music event. The social spaces are dynamic with various events, meaning you will have an opportunity to decide and attend those events which most appeal but equally try out things I may previously would not of considered.

Local Members An objection has been received from Councillor Johns supported by Councillor Jeavons on the following grounds. The application was validated on 16th March 2020, and the statutory consultation period took place after the lockdown related to Covid-19 commenced. This may have suppressed community involvement.

Co-living as a concept is untested in Manchester and the UK. The Council has agreed a cautious approach but the 870 bedspaces proposed alongside the 806 in (126648) is neither cautious or restrictive. The 1,676 bedspaces would represent an additional 10% of Deansgate ward's 16,726 population.

Co-living will not build a coherent community with a long-term interest in the city centre's success and these proposals will promote transience and disengagement in local community activity and encourage political disengagement. This runs counter to the goals of a thriving and sustainable city where we have a strong sense of citizenship and pride as described in the Our Manchester Strategy.

20% of do not comply with the City Council's space standards of 37 sq m for a one bed dwellings and therefore is restricted to 6 month lets. This is an entirely unacceptable solution. The acceptable solution is for the units to meet minimum space standards. They are a threat to the health and wellbeing of residents given their size of 19.5, 16.5, and 27 sq m.

Though the application is classed as 'sui generis', the Executive decision requires co-living developments to meet the Manchester Residential Quality Guidance. As co-living is not affordable housing, it should contribute in accordance with the city's affordable housing policy.

There are significant problems with co-living and social distancing and other infection control methods. Sharing spaces could be unpopular as people seek to protect themselves from the virus. Residents could be required to self-isolate in these spaces to the detriment of their health and wellbeing.

The collect 'as necessary' waste management strategy could lead to several refuse collections per day. This is entirely unacceptable and contradicts the objective that most of the service vehicles would avoid periods of high pedestrian activity. This will impact on local roads and adversely affect the pedestrian and cycling environment in the St John's. The demand on local roads from taxis and food delivery services has been improperly and insufficiently assessed. It is likely that this will cause significant pressure on local roads. If the constraints of the Council's weekly waste collection are not sufficient, the development should be refused. Private waste collection is not an acceptable.

The Executive resolution requires co-living proposals to be safe and secure. The application does not consider future residents' anti-social behaviour as part of a safe and secure design.

Environmental Health – Have recommended conditions included in the report. .

Highway Services – No objections. Conditions are attached in report to cover cycle parking (Condition 28) and co-living drop-offs (Condition 30).

City Centre Regeneration: No comments received.

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 – Radar Mitigation Scheme required (Condition 36, as included in report).

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 upto 6 months as well as providing an entry level into independent living, supported by 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) – 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 St Johns. 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 St Johns. This is discussed in more detail in the Issues section below.

The studios are serviced apartments and the price point would be higher than the shared accommodation. Residents seeking longer-term accommodation would therefore have the opportunity to move into compliant shared accommodation within Union T1 or T2 or elsewhere in the City. Affordability would not be a factor in people selecting the studios.

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 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 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 residencies 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 CABI.

Manchester's Guide to Development SPD states that the Council "would require any such proposals to be presented in context of the CABI 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 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

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.

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.

s.106 PLANNING OBLIGATIONS

This application is to be recommended for approval, subject to a s.106 Obligation to cover the following details :

- Occupancy, principally to restrict occupancy by students and restricting occupancy within the studios to maximum 6 months
- Commitment to a long-term operational management platform covering the building in its entirety. This will include a single management and lettings entity.
- Commitment to payment of Council on all occupied units in use as primary residencies, collecting monies as part of letting agreements.
- A proportion of units within the development to be let at a reduced rate.
- Waste management, to commit to commercial waste pick-up in perpetuity

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.

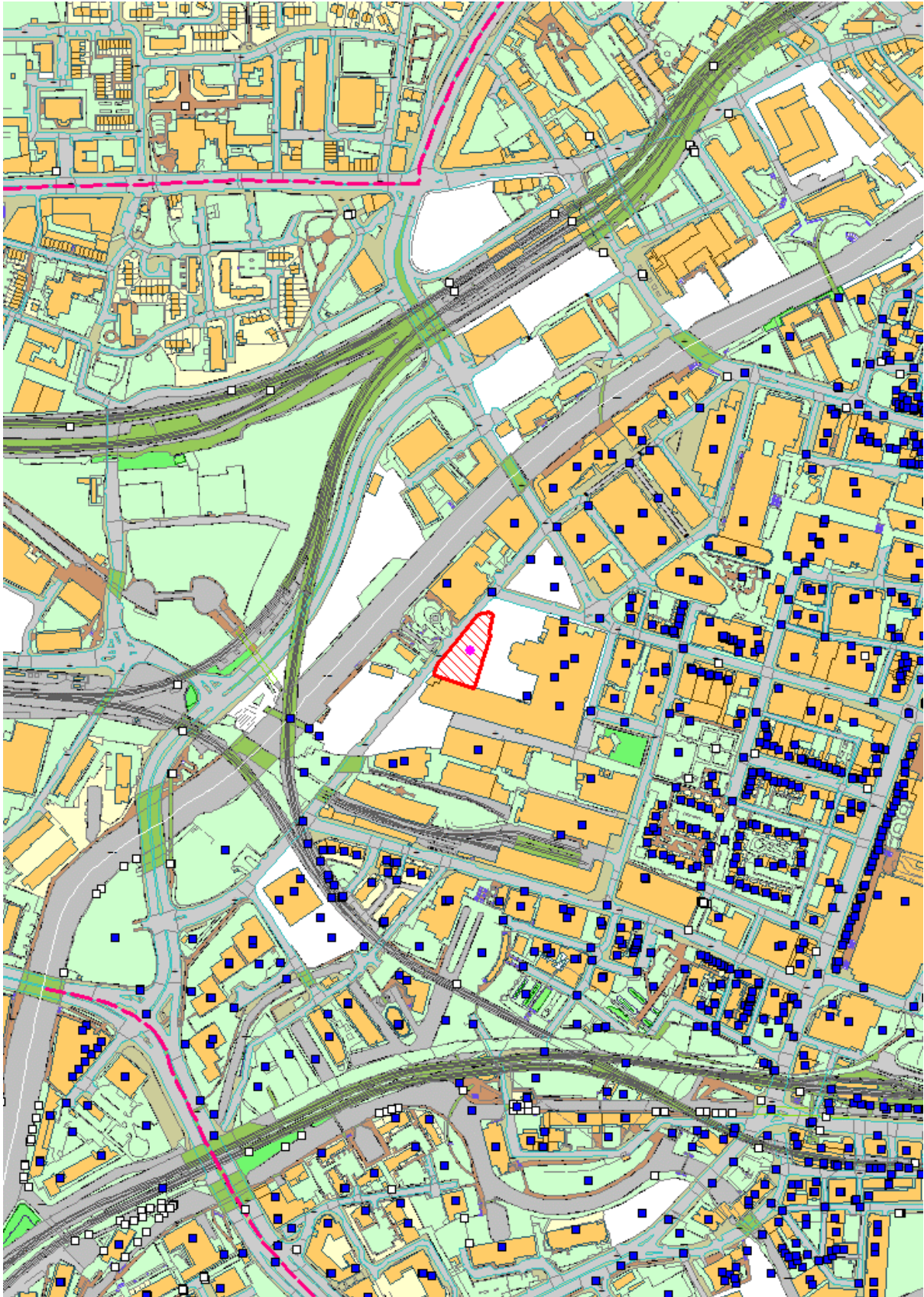
The following residents, businesses and other third parties in the area were consulted/notified on the application:

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
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Application Number	Date of Appln	Committee Date	Ward
125573/FO/2019	22nd Jan 2020	27 th August 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

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 30th July 2020 to enable a site visit to take place to allow Members to assess the impact that the proposed development would have on nearby listed buildings.

The image below shows the building footprint and adjacent site context



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.

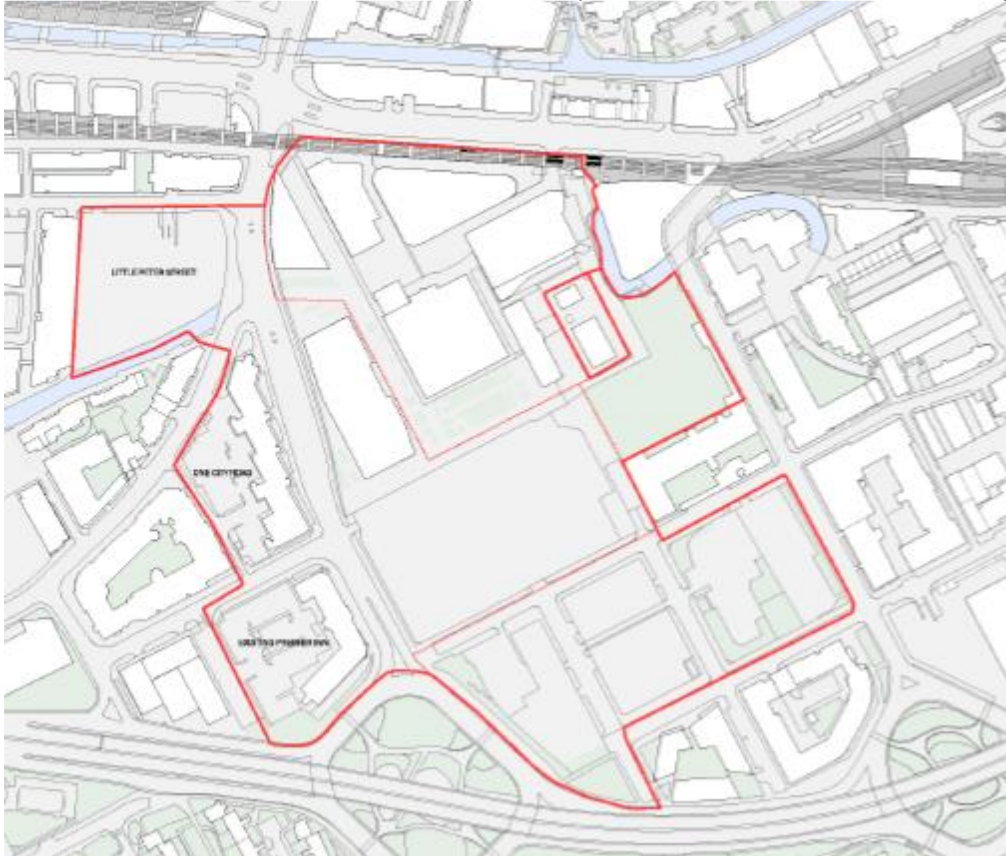
The south of the site is dominated by the Mancunian Way and PBSA which ranges from 8 to 18 storeys. A Premier Inn and 1 City Road are on the opposite side of Medlock Street, beyond which is Great Jackson Street where large scale residential schemes are progressing. To the immediate north and north east 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 for a maximum of 15 people, 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.

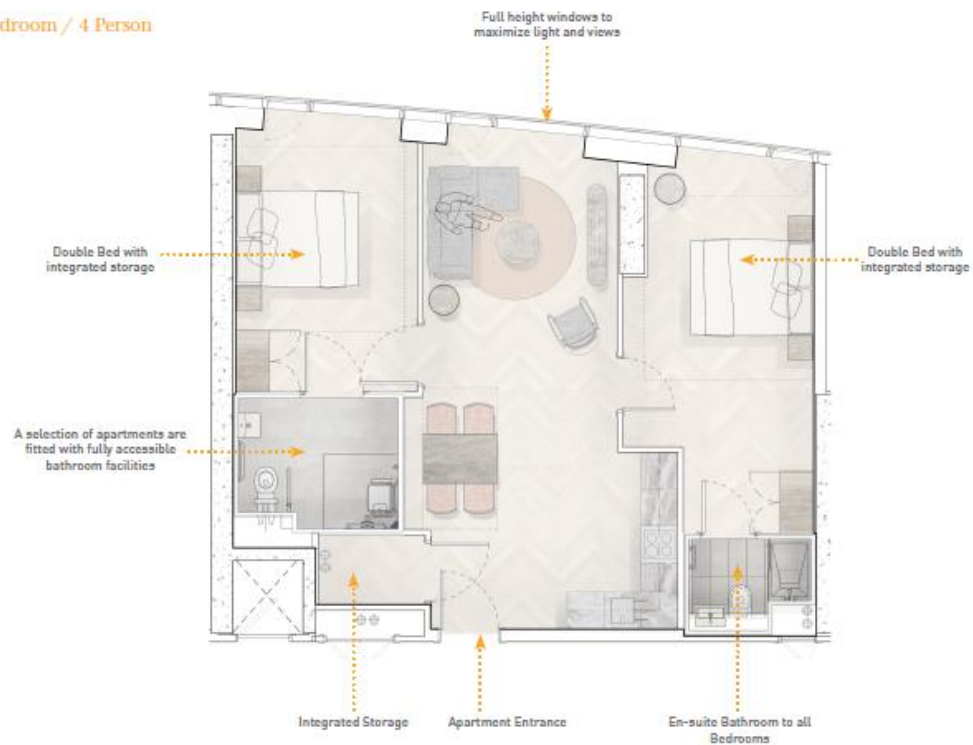
The applicants have stated that Co-living accommodation aims to provide accommodation at a lower price point than more established models such as Private Rental Sector (PRS). The rent for around a quarter of the units would equate to median salary figures for those who obtained first degree qualifications 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

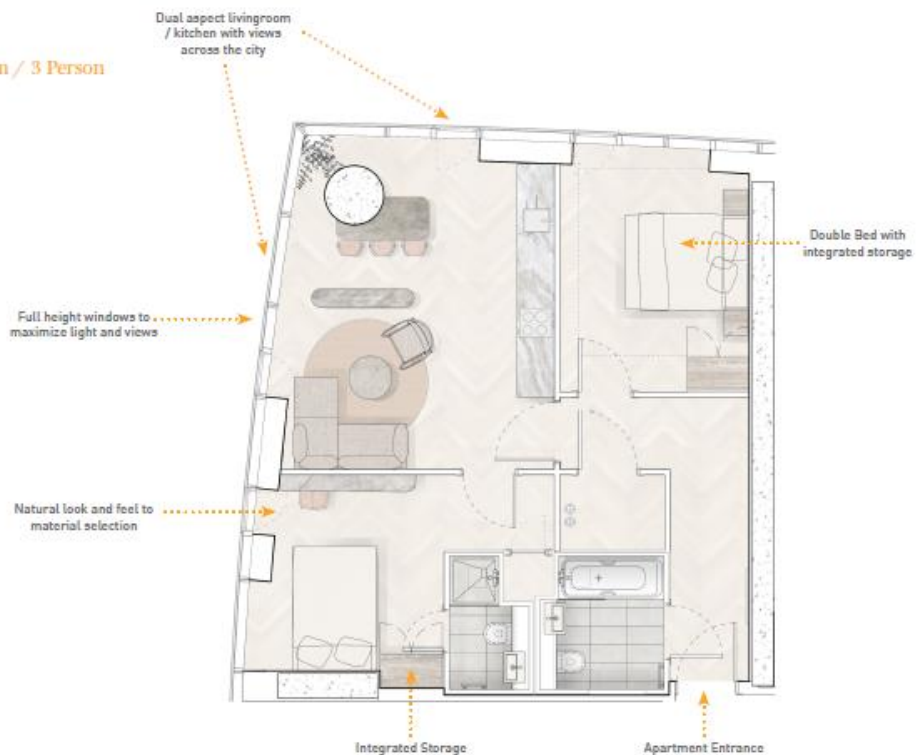
APARTMENT - 2 Bedroom / 4 Person

- 76 bedrooms
3.4% of the overall offer
- GIA - min. 70m²



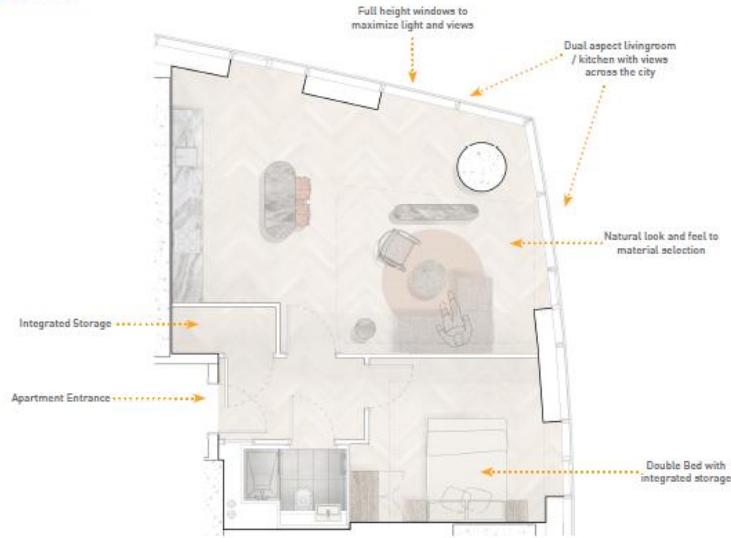
APARTMENT - 2 Bedroom / 3 Person

- 148 bedrooms
6.7% of the overall offer
- GIA - min. 61m²



APARTMENTS - 1 Bedroom / 2 Person

- 2 bedrooms
- GIA - min. 50m²



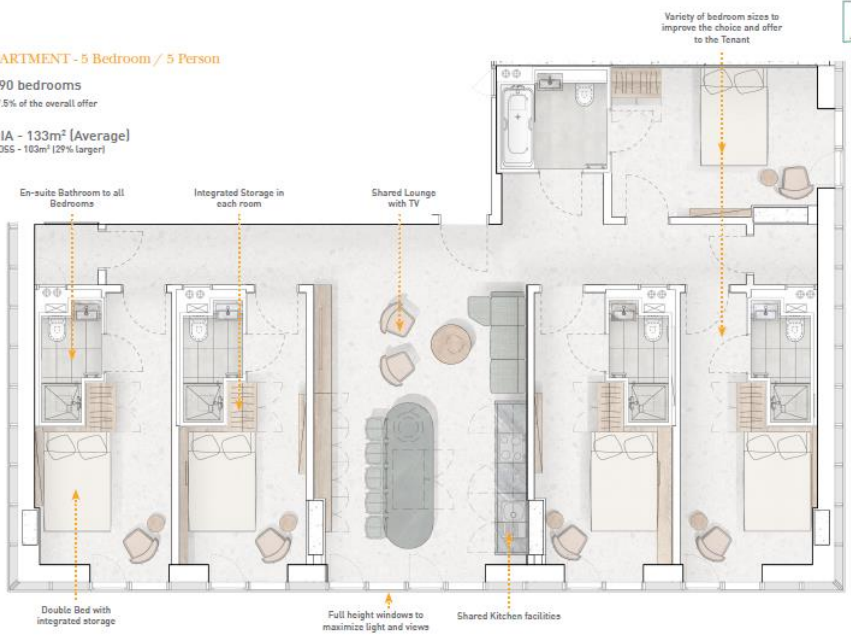
APARTMENTS - 1 Bedroom / 1 Person

- 282 bedrooms
- 12.7% of the overall offer
- GIA - min. 37m²



APARTMENT - 5 Bedroom / 5 Person

- 390 bedrooms
- 17.5% of the overall offer
- GIA - 133m² (Average)
- NDS - 103m² (29% larger)



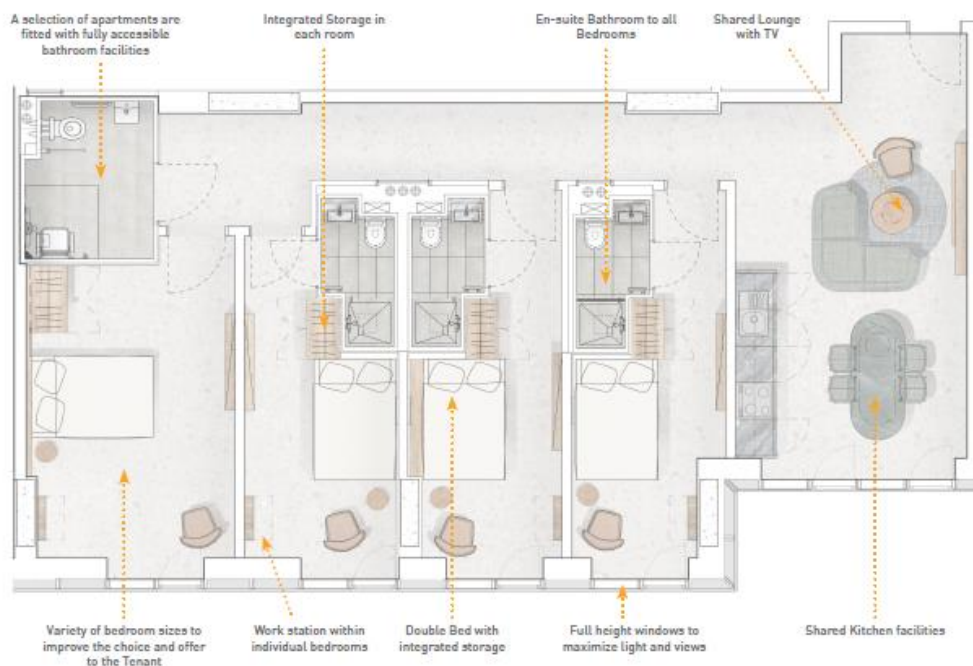
APARTMENT - 4 Bedroom / 4 Person

- 184 bedrooms

8.3% of the overall offer

- GIA - 113m² (Average)

NDSS - 90m² (26% larger)



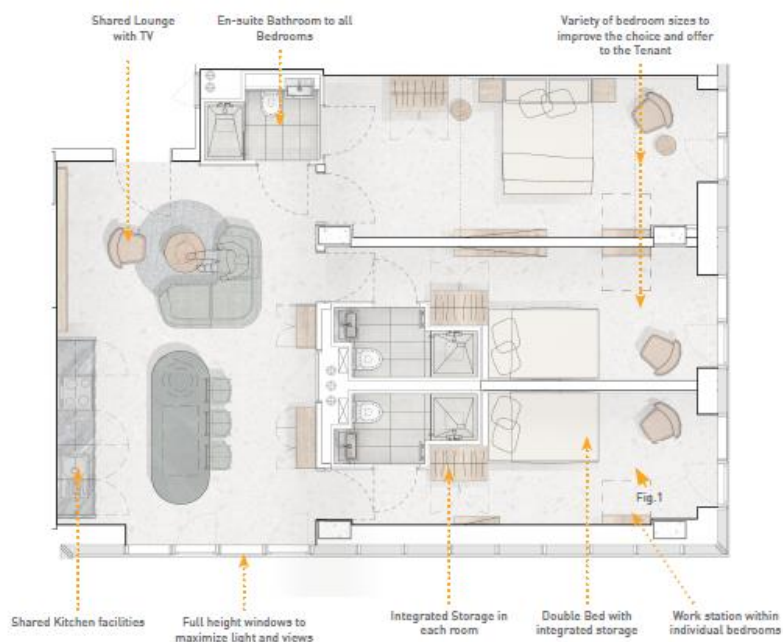
APARTMENT - 3 Bedroom / 3 Person

- 267 bedrooms

12% of the overall offer

- GIA - 87m² (Average)

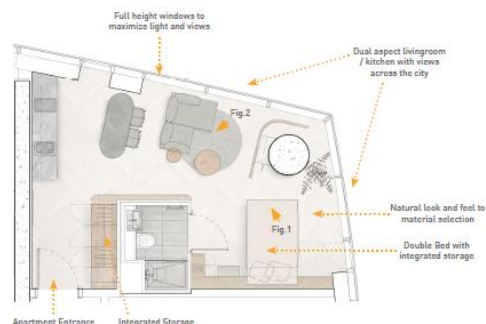
NDSS - 74m² (17% larger)



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 delux (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.



Super deluxe

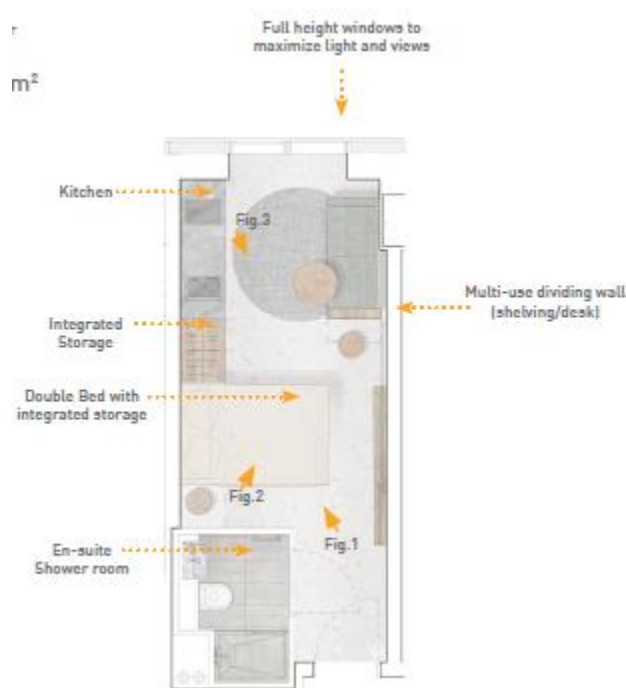


Fig. 1 - View from Studio Entrance



Fig. 2 - View towards the living zone

Compact studio

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 6335sqm of publically accessible external landscaped areas including a 3135sqm central public square which would provide amenity space for residents and the wider area. This compares to 3540 of publically accessible external landscaped areas and a significantly smaller 316sqm public square within the previously approved residential development.

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.

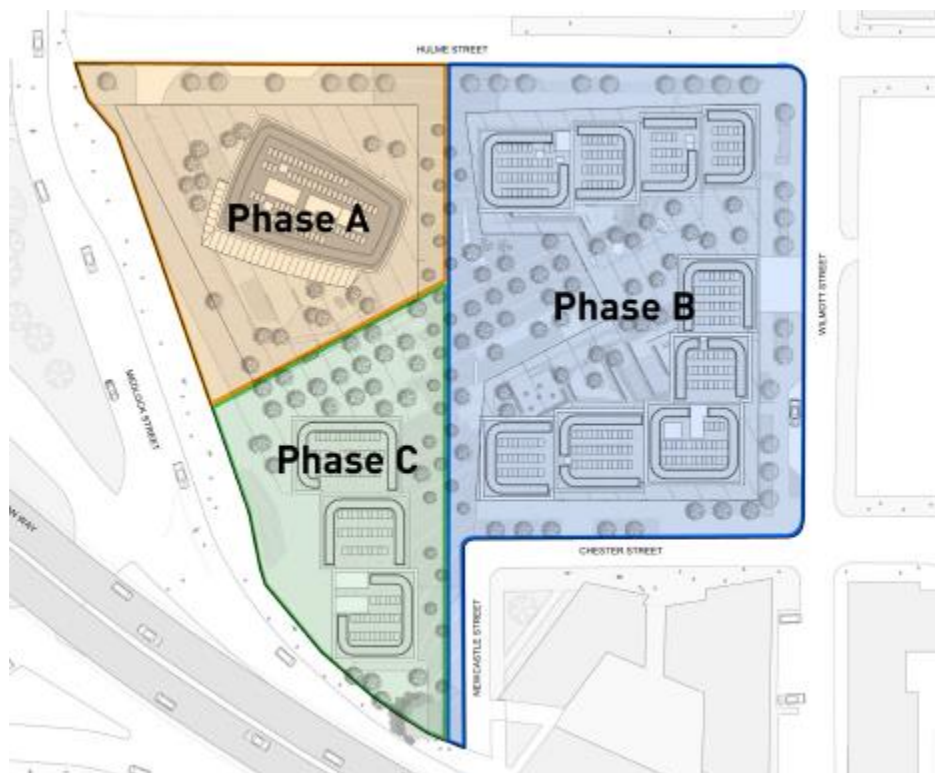
There would be 22 parking spaces (3 in blocks A& B and 19 within Block D) all suitable for disabled people, all with electrical charging points, 2 new on-street car club spaces along Hulme Street and 3 disabled parking spaces on Wilmot Street are also proposed.

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.

15 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;
- The proposal has little or no architectural merit and will be a blot on the landscape.
- The skyline of Manchester is being ruined. These glass buildings do not stand the test of time and do not enhance the city which has many beautiful old buildings. They will eventually become the new slums of Manchester. There are many new buildings in and around Manchester that enhance the city such as those in New Islington, Salford Quays and Stretford Road which are a mixture of building materials. We should be trying to build a city that is appealing to visitors as well as a pleasant environment for the people of Manchester to enjoy as we will be here long after the students have gone.
- Recent architecture and engineering graduates should be given the opportunity to have more involvement in planning and proposals in the city as they are the generation who are more likely to contribute future-proof, environmentally friendly designs and are less likely to be bias towards profit-making over the health and well-being of the general public.

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.

- These are built to increase profits for a few wealthy people and will not enhance the area. They will become the slums of the future and most councillors are probably too young to remember the disaster of the Hulme crescents and such like but in years to come they will be nothing more than this. It's time Manchester City Council stopped kow-towing to corporate greed and listened to the ordinary citizens of Manchester.
- This is glorified student flats without the students, will add nothing to the local community and merely further the culture of transient residents who are not looking to establish themselves, create homes and are not invested in the area in any meaningful way and would have a negative impact on the area.
- I am looking for AFFORDABLE HOUSING.
- Manchester needs more sustainable, affordable, flexible housing for young professionals. Manchester does not need more co-living developments, especially those which are ecologically unsustainable. These would only benefit profit-driven developers and no-one else. Recent graduates and young professionals want their own space to start their own lives. I do not think it is fair to assume young professionals want to share bathrooms, living rooms and kitchens with strangers.
- The development is contrary to the well-being of Manchester residents. We are currently facing one of the biggest recessions off our time. This is not a build that will fulfill the requirements of the community now or in the future. We already have a glass building that is becoming unsafe and losing panes of glass. It will be expensive to maintain and Heat, and is destined to become the equivalent of a 1960's eyesore. Or worse the Victorian slums that originally sat on this site.
- The idea of this co-living sounds little better than a hostel. Studio flats would seem more appropriate and safer from an environmental health point of view.
- 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 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.

Ward Councillors Cllrs Johns and Jeavons object to the application on the grounds detailed below.:

Loss of social and community infrastructure and impact on the city centre economy : The crèche/day nursery/doctor’s surgery included in the extant consent is not included in this proposal. It is inconceivable that this application does not contribute to social and community infrastructure. The lack of provision of social and community infrastructure is sufficient to reject this proposal. .

The excessive private amenity could harm the city centre's economy as they would compete with existing city centre businesses. It would not be accessible to the wider community.

Co-living as a concept: Co-living as a concept is untested in Manchester and the UK. The Council has agreed a cautious approach but the 2224 bedspaces proposed is neither cautious nor restrictive. This number of bedspaces would represent an additional 13% of Deansgate ward's 16,726 population.

Co-living will not build a coherent community with a long-term interest in the city centre's success and these proposals will promote transience and disengagement in local community activity, and encourage political disengagement. This runs counter to the goals of a thriving and sustainable city where we have a strong sense of citizenship and pride in the city as described in the Our Manchester Strategy.

39% of units do not comply with the City Council's adopted Manchester Residential Quality Guidance of 37 sq m for a one bed dwellings and are therefore is restricted to 6 month lets. This is an entirely unacceptable solution. The acceptable solution is for the units to meet minimum space standards. They are a threat to the health and wellbeing of future residents given their extremely unsatisfactory size of 18,20,22,25 and 30 sq m.

Though the application is classed as 'sui generis' the Executive decision requires co-living developments to meet the Manchester Residential Quality Guidance. As co-living is not affordable housing, it should contribute in accordance with the city's affordable housing policy.

There are significant problems with co-living and social distancing and other infection control methods. Sharing spaces could be unpopular as people seek to protect themselves from the virus. Residents could be required to self-isolate in these spaces to detriment of their health and wellbeing.

Height and design :The extent permission was for 9, 22, and 23 storeys, with 624 apartments. This Application almost doubles the height to 45 storeys which is not in keeping with the 2020 First Street SRF.

This height is unacceptable in the context of Hulme and Macintosh Village and the harm to the Grade II listed buildings: Macintosh Mill, Macintosh Mills Chimney, Chorlton Old Mill, and Chorlton New Mill.

There is no compelling reason why over 1600 additional units are required. It does not contribute to the economic or social recovery of the city after Covid-19.

Traffic : Taxis and food delivery services would have an adverse impact on local roads.

Public realm : The public green space and public realm is welcome but its design and layout fails to address Macintosh Village

Adjacent Ward Councillors Cllrs Igbon and Wright have made a representation in support of the objection from Cllrs Johns and Jeavons and requested a site visit.

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- Have not objected to this application but note that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. They requested 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:

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.

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.

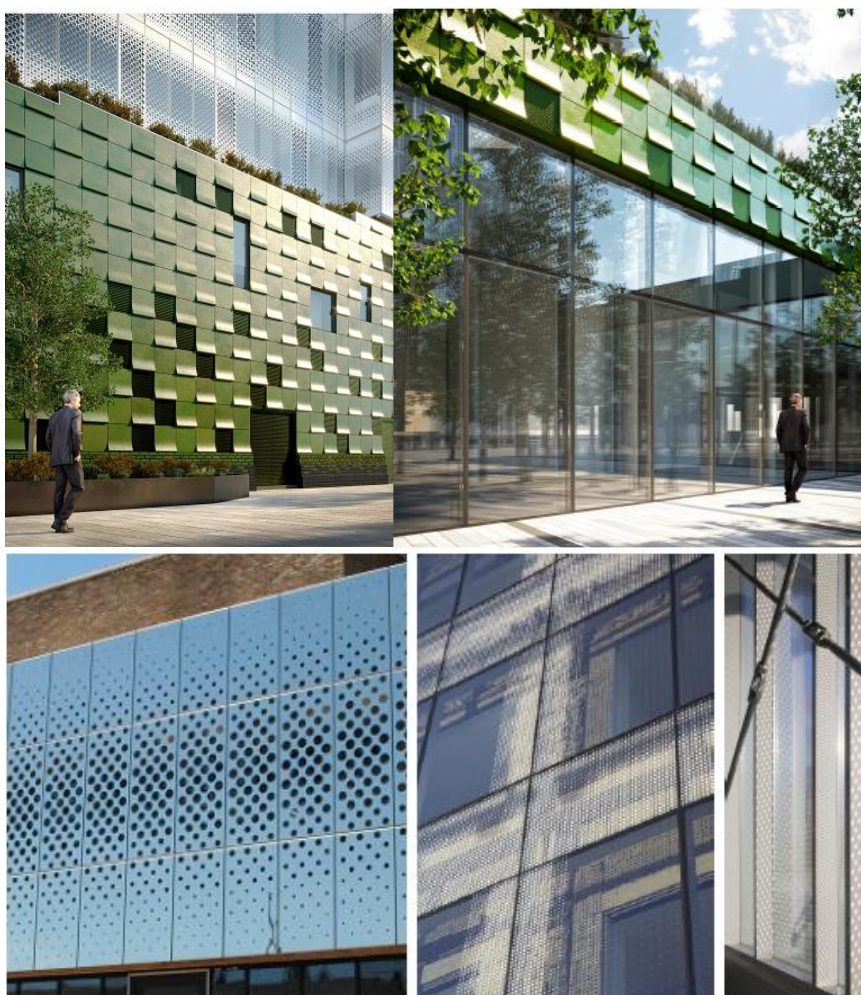
The massing of the buildings would be broken down and the height distributed to retain sunlight and daylight to dwellings, amenity spaces and public open spaces. Breaks and gaps in elevations would allow glimpsed views between streets and public realm.

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

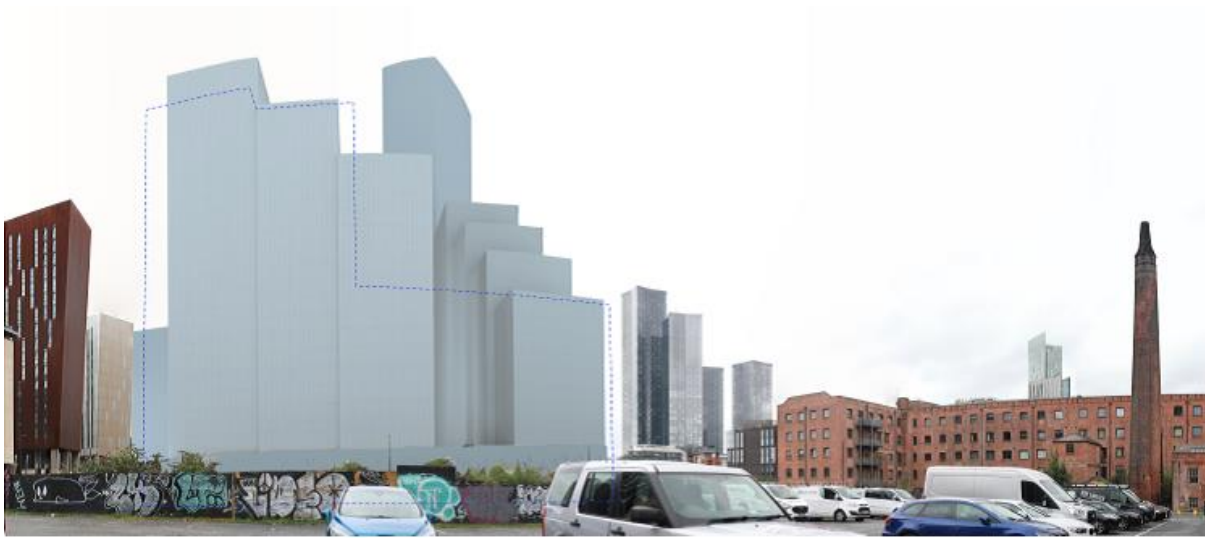
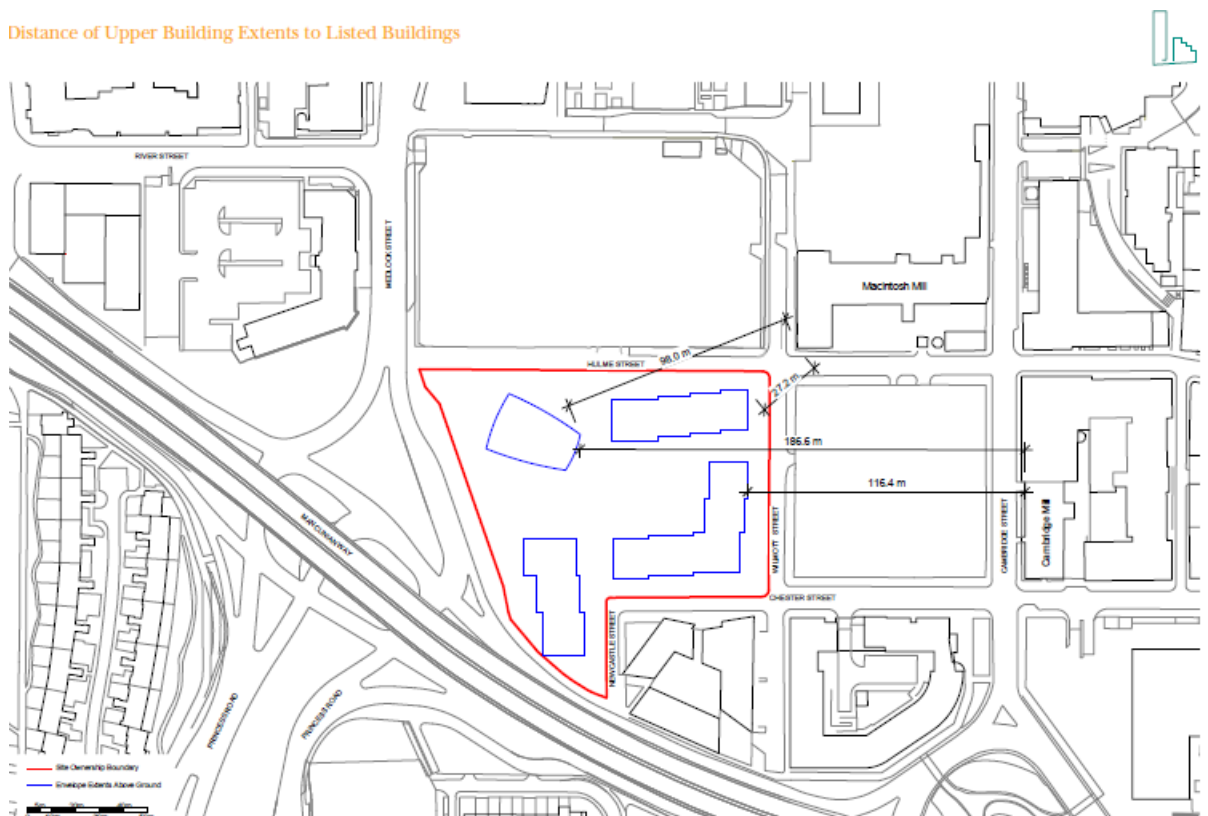


Image compares impact with previous approval

Distance of Upper Building Extents to Listed Buildings



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.

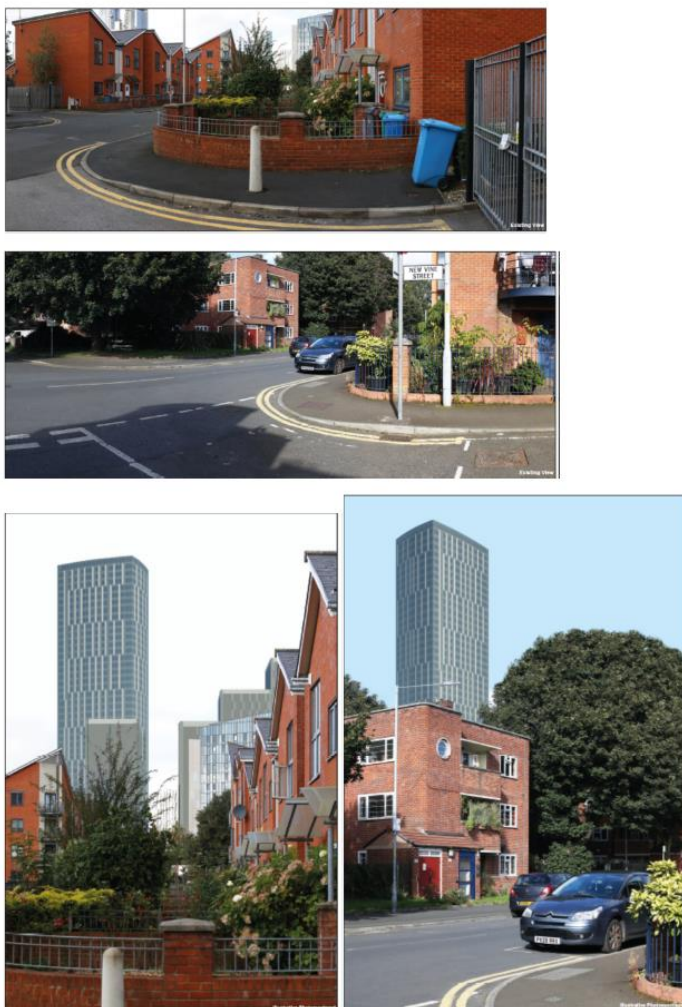


Existing (above) and proposed (below) views 1,2 and 3 (Hulme St, First Street North and Hulme St Arch)



Above: Existing and proposed view 10 (River Street/ Medlock Street) Above: Wider Context view

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

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. For comparison the public square would be 3135sqm larger than Parsonage Gardens (2271 sqm).

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.





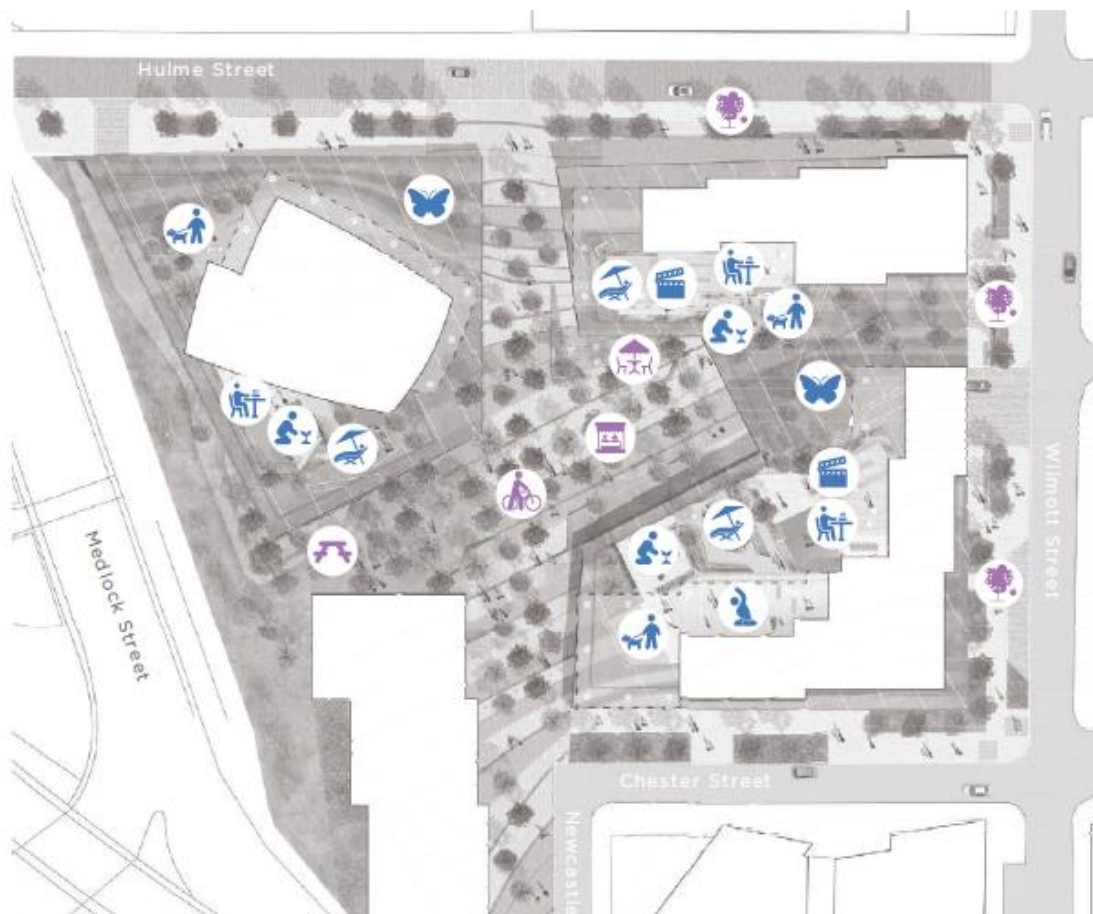
The SRF identifies the following design criteria which the proposed public realm would align with:

- 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.

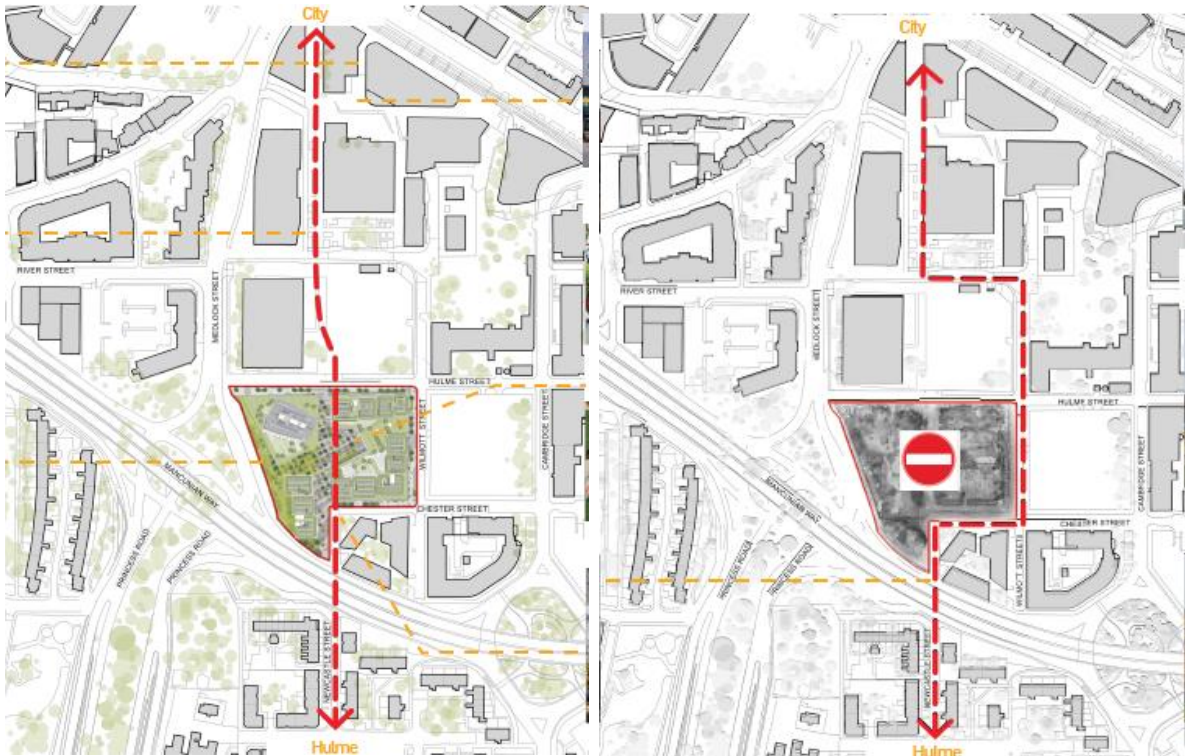


The public realm would create a new place for people to gather in which to relax, and socialise. The proposals include extensive green landscaping for both future residents and also the existing community. Residents of each building would have access to a series of interconnected outdoor spaces, set 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.



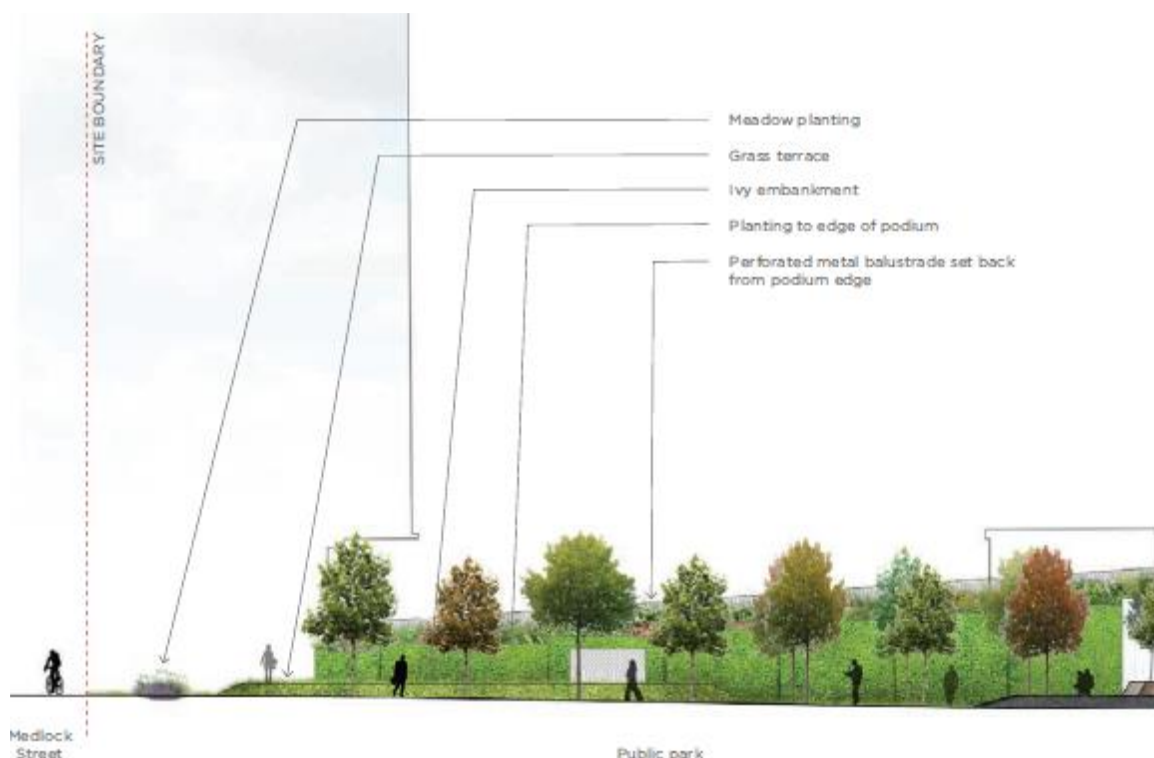


Restablishing the link along Newcastle Street to City Centre

Current route

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.

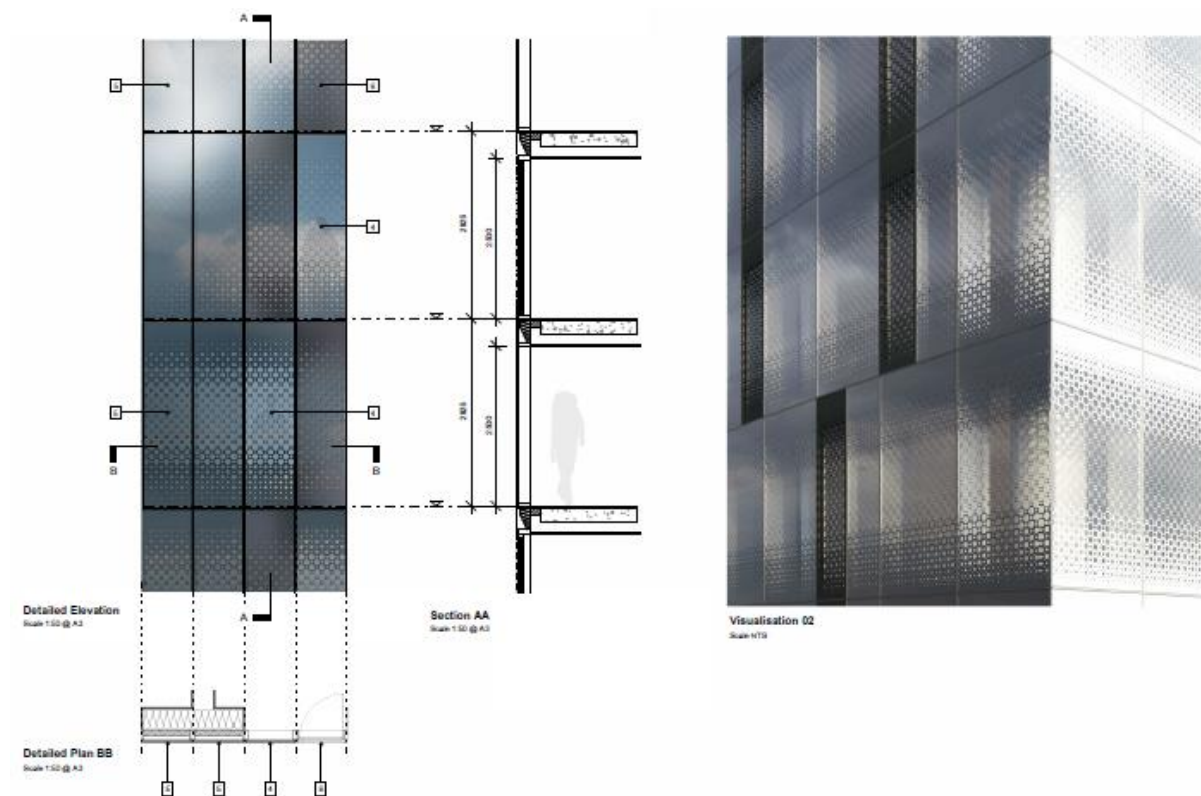
A signage strategy would help with way finding and up immediate destinations and beyond along with key transport hubs i.e. Oxford Road / Deansgate train stations and nearby tram stops.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

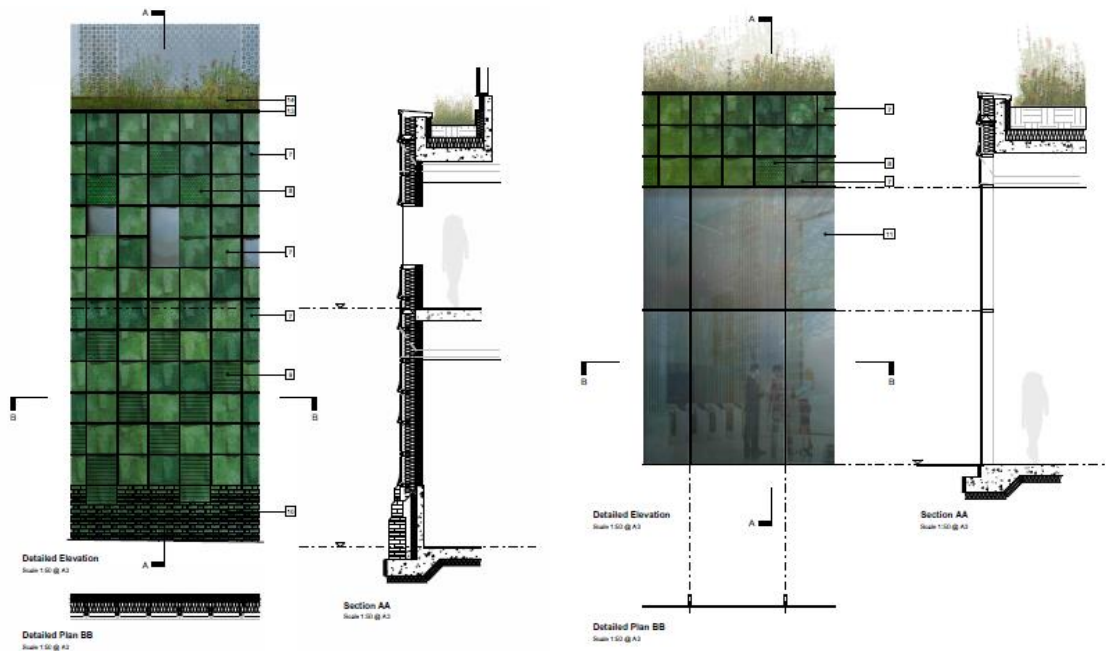
There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings in corten steel, metal cladding and glazing. The terracotta and brick within the base of the development would respond to the brickwork 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 façade 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 22 car parking spaces all suitable for use of disabled people (3 in Building A&B and 19 in Building D) and all with electric charging capabilities to encourage use of electric vehicles. The applicant has stated that they will commit to allocating car parking spaces to disabled residents where required to support their access requirements. 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. There would be 10 spaces for storage of mobility scooters (4 in Buildings A&B, 2 in Building C and 4 in Building D)

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 this will include monitoring the needs of disabled people.

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 magnitudes 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; (as 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 CABA 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 CABA 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 Councillor Comments- The majority of the comments are covered in the Report above however the following is also noted:

There is no policy requirement to provide social and community infrastructure for a particular number of residents. The proposal amenity provided would be available to occupants and local residents. A healthcare facility will be provided as part of the nearby development at Great Jackson Street.

The 624 apartments previously approved could have contained 1970 residents i.e. 300 less than the current scheme and not over 1600 as suggested by Cllr Johns. On a gross internal area per occupant basis, this proposal would exceed the Manchester Space Standards within the consented scheme. The proposal would provide an average of 35 sq. m per person which is 25% larger than the 28 sq. m per person provided by the permitted scheme. Compared with the Manchester Space Standards within 3 bed 3 person apartments there would be 17% additional space for residents, within a 4 bed 4 person 26% and a 5 bed 5 person 29% of additional space.

The principle of Co-living in the City was endorsed by the Executive in July but on a limited basis and in a limited number of locations, First Street was one of the

locations where it was considered to be acceptable. People will live in the building, some on a short term basis and some on a longer term basis. The majority of units would be space standard compliant and their occupancy would be very similar to others who rent apartments in the City Centre. Many of those who choose the short term options may already occupy short term space in hotels or serviced apartments in the City Centre.

There is no evidence to suggest that residents in a co-living scheme would be likely to cause more anti-social behavior than those living elsewhere. The difference here is that there would be a 24 hour management presence to manage any anti-social issues. .

The approval of a previously lower building does not preclude consideration of a taller building on a site.

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 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 : 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 as amended by P51 and P52 of Brochure 10244-SHP-A-RP-PA-006 Rev 01, 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 to include kitchen areas and facilities as shown on pages 12,15,16,18 and 19 of Brochure 10244-SHP-A-RP-PA-006 Rev 01;

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;
- 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 motor 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 though 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



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Application Number	Date of Appln	Committee Date	Ward
126608/FO/2020	16th Apr 2020	27 th Aug 2020	Piccadilly Ward

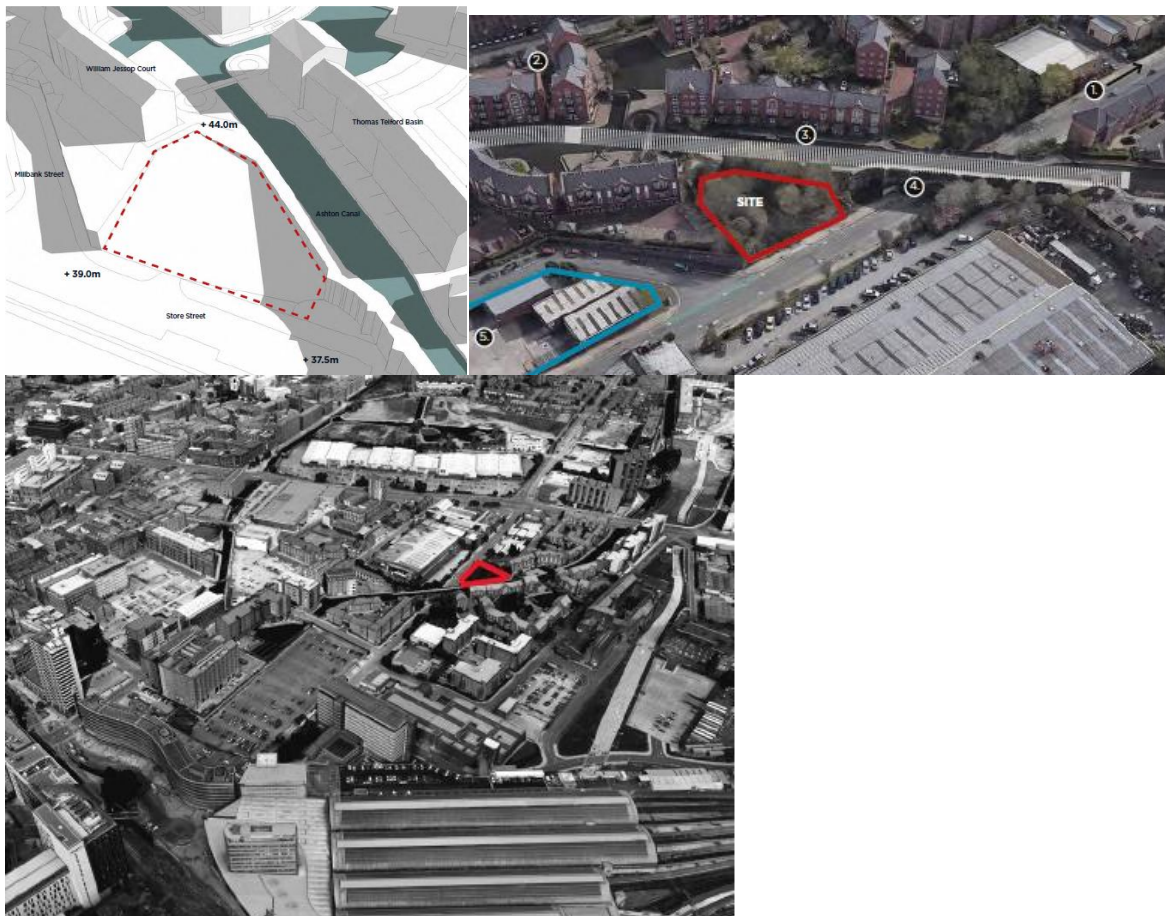
Proposal Erection of part 4, part 11 storey residential (Class C3) development (with roof top plant room) comprising 66 (Class C3) residential units (3 x 2 bed town houses, 46 x two bed apartments and 17 x one bed apartments) together with associated car parking (10 spaces including 5 EVC spaces), cycle parking (66 spaces) communal roof terrace (level 6), landscaping and ancillary infrastructure including rooftop PV panels, alterations to access onto Store Street

Location Land To The South Of Store Street, Manchester, M1 2NE

Applicant Mr Thomas , H2O Urban & Clarion Housing, 5 Windmill Street, London,

Agent Mr Philip Smith, Canal & River Trust, Canal Lane, Hatton, Warwick, CV35 7JL

DESCRIPTION OF SITE



The site is 0.1 hectares and bounded by Store Street, the Ashton Canal, the 3 storey William Jessop Court, a retaining wall and the junction of Millbank Street and Store Street. The elevated Ashton canal passes the southern boundary and crosses Store

Street on an aqueduct, which is grade II* listed. The site is 200 m North West of Piccadilly Station and is close to all sustainable transport options. Since the nineteenth century it has been used for commercial activities and has contained a number of buildings.

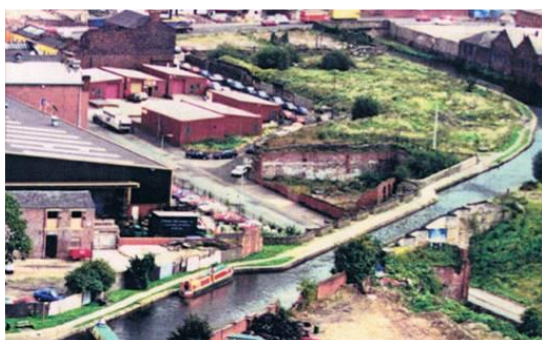
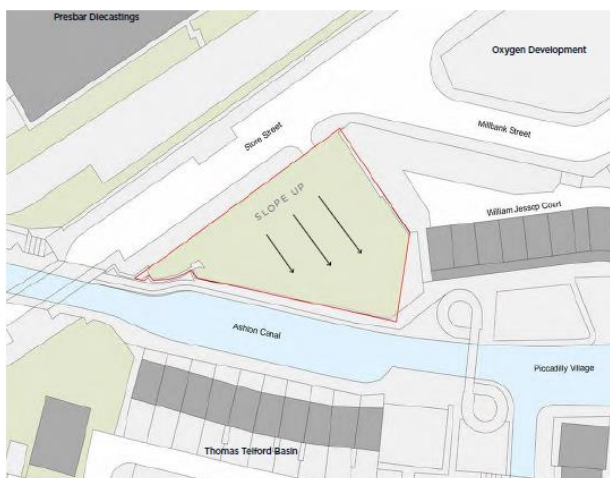


Image of site from 1980's and historic plan from 1920's

The last building was demolished during the 1970's and since then self-seeded trees have become established. The applicant states that antisocial behaviour occurs at the site and a fence has been erected along Store Street in an attempt to control this. Many of the 25 trees currently found on the site have had their crown lifted as part of the measures to discourage anti-social behaviour.

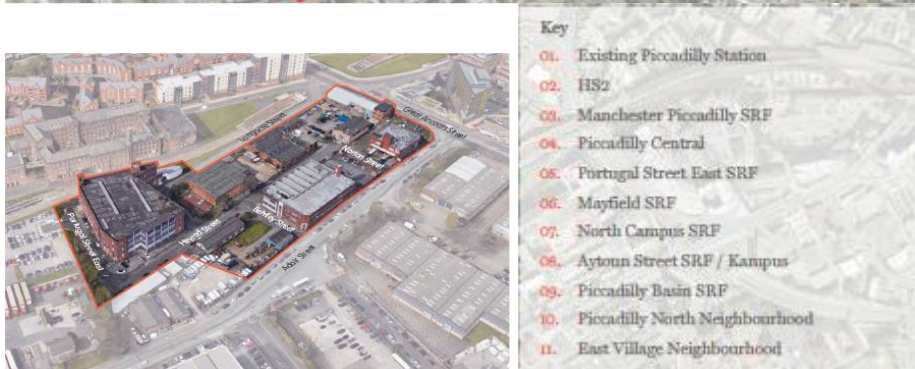


There are 1 and 2 storey industrial buildings nearby with Presbar Die-casting immediately opposite and 3 and 4 storey residential blocks which typify Piccadilly Village around the Canal. However, this is an area where significant change and regeneration is taking place. The Oxygen development immediately to the north ranges from 12-32 storeys, ISIS on Great Ancoats St is 20 storeys and the new building element associated with the conversion of the Grade II Listed Crusader Mills is 10 storeys.

Permissions have recently been granted at Portugal Street East for a part 13 / part 14, 275-bedroom hotel at the junction of Adair Street and Great Ancoats Street (122599), 29 and 23 storeys residential buildings and a public park at Rammon House (121099) and a 25 storey residential building at Victoria House (122000).

There are surface car parks near to the site and a multi-storey car park adjacent to Piccadilly Station. The site is in Flood Risk Zone 1 (low risk) and is within a critical drainage area. The site slopes up on Store Street from the Aqueduct to the corner of Millbank Street by approximately 1.5 metres. The site then further rises up to the towpath of the Ashton Canal a further 5 metres on the corner of William Jessop Court. The change in level from the Aqueduct on Store Street up to the canal towpath is 6.5m.

The site is within the HS2 SRF Area and close to the Portugal Street East SRF; Piccadilly Basin SRF; Mayfield SRF; Ancoats & New Islington Neighbourhood Development Framework; Holt Town Regeneration Framework; and the Kampus SRF. HS2 should drive significant investment around the Station and the adjacent Portugal Street East SRF is a key component of this.



- Key
- 01. Existing Piccadilly Station
 - 02. HS2
 - 03. Manchester Piccadilly SRF
 - 04. Piccadilly Central
 - 05. Portugal Street East SRF
 - 06. Mayfield SRF
 - 07. North Campus SRF
 - 08. Aytoun Street SRF / Kampus
 - 09. Piccadilly Basin SRF
 - 10. Piccadilly North Neighbourhood
 - 11. East Village Neighbourhood

HS2 and Portugal Street East SRF Boundaries (application site top right hand corner)

DESCRIPTION OF PROPOSALS

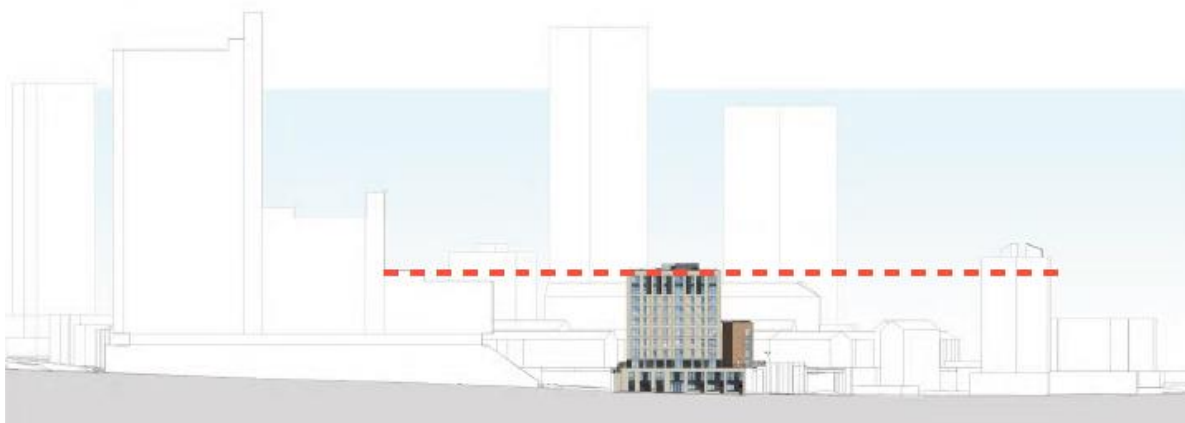
The application proposes the erection of part 4, part 11 storey building comprising 66 shared ownership homes (100% affordable) delivered through a joint venture with a registered provider. It would include 3 two bed town houses, 46 two bed apartments and 17 one bed apartments.

20% of the affordable homes would be secured through a S106 Agreement and the remaining 80% as a condition of grant funding from Homes England. The shared ownership housing model requires that the homes would be available for purchase at between 25% and 75% of market value. Occupiers who have entered into a Shared Ownership Lease would be allowed to 'staircase' to full ownership.

An access onto Store Street would be altered allow site maintenance and link residents with the towpath. These access routes would be secured with a fence along the boundary and an access controlled gates to the towpath edge.



The building height above ground would be approximately 36.5m on Store Street (11 storey block) and 13.1m facing the Canal (4 storey block).



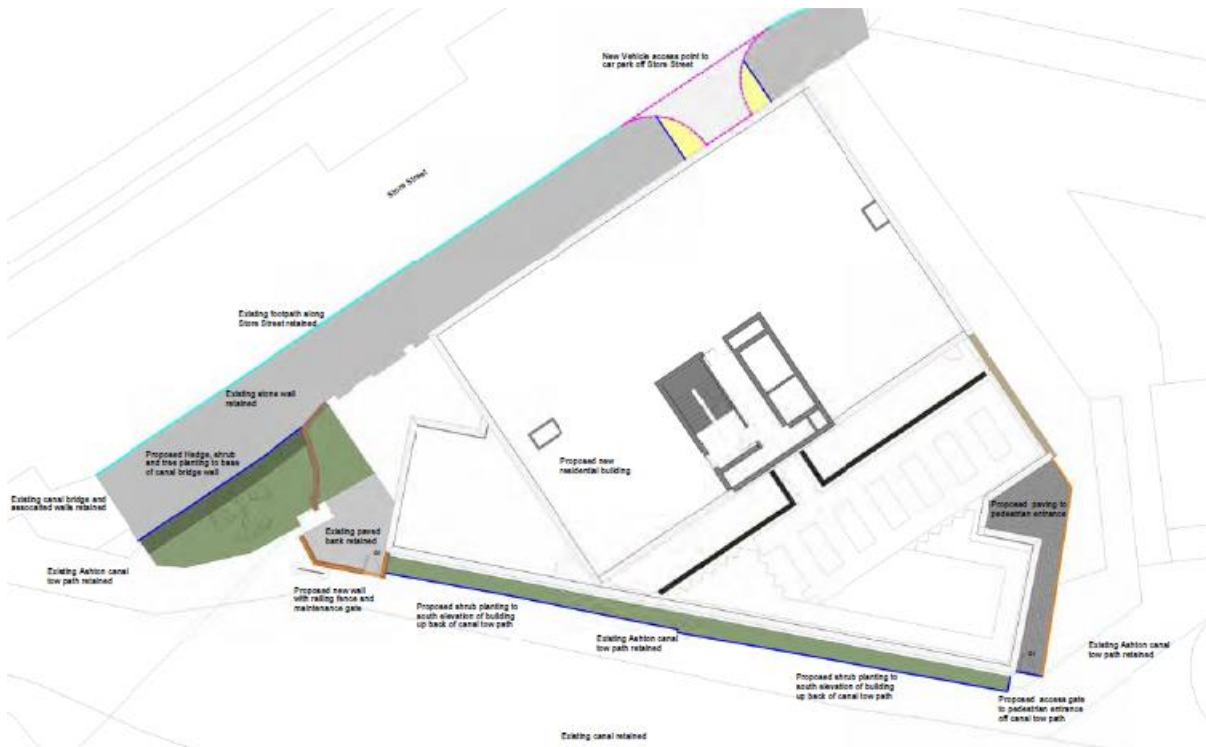
The main entrance to the apartments and the town houses would be from Store Street, There would be 10 parking spaces including 5 EVC's and 2 disabled spaces with passive provision 5 further EVC spaces, 66 cycle spaces, refuse and recycling storage, plant areas and a substation on the ground floor. Some apartments would have private terraces and a mixture of Juliet and projecting balconies. A landscaped communal roof terrace would include decking for seating and raised planters which could be allotments for residents. There would be rooftop PV panels as well as some further panels adjacent to the 6th floor terrace.

The elevation fronting the canal would have defensive planting. The railing above the retaining wall on the towpath would be retained. A small parcel of land in front of the aqueduct structure on Store Street would be landscaped to including a tree. A brick retaining wall on Store Street between the aqueduct walls and the proposal would be repaired or rebuilt as necessary. The retaining structures bordering the canal would be retained and the remaining land. The self-seeded trees would be removed, and replaced with groundcover through a geotextile matting to reduce maintenance.

The 25 trees removed would be offset by planting on land owned by the applicant alongside the city's canal network. There would be two parts to this;

- 6 large trees (2-4 metres in height) around locks 1 and 2 of the Ashton Canal. Larger specimens make an immediate impression. Further work is needed to identify the specific position to preserve the integrity of the canal infrastructure
- Fruit trees in planters alongside the canals in the city.

Final details of the planting would be secured by a condition.



There plant rooms and stores at first floor in addition to homes, There is also a void from the car park and cycle store below.



The facades would principally be brick with each block having a different mix of materials which responds to their contexts. The taller element on Stone Street would

be buff and the smaller canalside block would be red brick. The plinth to the taller block would have zinc cladding panels approximately to the level of the aqueduct with zinc panels and windows with Juliet balconies set within deep reveals. The top two storeys would have a double height frame inset with clear glazing and zinc panels. The Canal facing block would have projecting balconies and windows set within deep reveals with some set within recessed brick feature panels. The gable elevations to this block would have recessed brick 'panel' features.

Many apartments would be capable of adaptation to meet changing needs of occupants over time, including those of older and disabled people.

Servicing and loading would be from Millbank Street. An Interim Framework Travel Plan has been submitted.

Residents would sort waste in their apartments for deposit it in 4 waste streams in the bin store. The City would collect on a weekly basis.

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.

The applicant is the Canal and Rivers Trust on behalf of H2O (a 50/50 joint venture between the Canal and Rivers Trust and a private developer) and Clarion Housing Association. Clarion are one of the largest affordable housing providers in the country. All of the funds raised through the development for The Canal & River Trust are reinvested directly back into the canal network to assist with its ongoing maintenance. It is intended that the development would be part funded by Homes England Strategic Partnerships Programme with Registered (social housing) Providers (RPs)

In support of the proposal, the applicants have stated the following:

- The application proposes 66 affordable city centre homes genuinely affordable to Manchester residents as the size of the first share sold is based on the buyer's individual circumstances.
- The homes will be targeted towards graduates, young professionals and other economically active households who may otherwise leave the city to seek more affordable accommodation. The scheme has been designed to keep service charges at a minimum and therefore affordable to the target market.
- Purchasers of the shared ownership homes will need to satisfy the following criteria:
 - Be a qualifying buyer unable to afford a home in their local market based on their earned income and any available capital
 - Must use the property as their own main residential home. The lease agreement will contain provision to prevent sub-letting the property in order to ensure that it is used to meet a household's accommodation, rather than business needs.

- The scheme would reuse previously developed land.
- The reuse of this vacant site which has a long history of industrial use is supported by national guidance and local policies.
- The location is a highly sustainable.

This planning application has been supported by the following information

Design and Access Statement (including Landscape Strategy); Archaeological Assessment; Crime Impact Statement; Ecological Assessment; Tree Survey; Energy Strategy Statement and Environmental Standards Statement; Framework Travel Plan; Transport Assessment; Sunlight and Daylight Assessment; Air Quality Assessment; Planning Supporting Statement; Waste Management Strategy; Noise Impact Assessment; and Consultation Statement;

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development affecting the setting of a listed building.

17 letters of objection has been received which make comments on the following topic areas: Design is not appropriate to context; unacceptable Impacts on Sunlight and Daylight levels in adjacent properties; unacceptable impacts on privacy due to overlooking; loss of green space and trees; impacts on adjacent residents from construction activities; highways impacts and unacceptable noise from use of communal areas. These are summarised below:

Design is not appropriate to context- There is no attempt to blend with the pre-existing properties in Piccadilly Village; There are no green area or children play area in the plan; The proposal would be too imposing and high for a small site next to low rise development and will dwarf much of the surrounding property. Whilst a tall building may be needed to justify costs this should not justify damage to the enjoyment of the neighbourhood for existing residents;

The buff brickwork may reduce the impact but a building of 50 m long, 28 m deep and 33 m tall is oversized for this small site, especially as it sits diagonally to the canal with one corner right on the edge of the towpath; The site analysis shows that adjacent schemes along the Ashton Canal Corridor are all of five storeys or fewer, and the same is true of the urban quarters that the Piccadilly SRF of 2018 selects as exemplars for development in East Village - Canal Street Manchester, Soho Square in the West End of London, the Lanes in Brighton. The proposal would not be allowed there, and should be scaled down;

Many Piccadilly Village Residents have lived in this area for a long time and know a lot about the practicalities of city-centre life. The design of the proposed building is not a zero-sum game where improvements for neighbouring residents must hurt the investors or future residents; there is no need for another high rise building on Store

Street. In the Covid19 era is high rise densely buildings the only option for future development? The waterfront buildings on the canal are lower than the proposal. Directly opposite town houses are 3 storeys, the adjacent Piccadilly Wharf is also 3 stories with Paradise Wharf's grade 2 listed renovated stable blocks being 2 stories. The 4 storey elevation onto the Ashton Canal with an 11 storey tower is over powering and not in-keeping with the waterfront;

The architectural drawings are deceptive, featuring distorted perspective and the suggestion that the tower block is set back from the Ashton Canal. This is not true as it has a rectangular footprint, running parallel with Store Street but also touching the boundary on the Aston Canal. Assuming the 4 stories of the proposed town houses on the canal elevation are the same height as the apex of the roof of the Piccadilly Village town houses opposite- however they may be taller. The density of the development is significantly higher than the adjacent development of Piccadilly Village and other developments on the on the Ashton canal waterfront. With a comparison of 12 living spaces in Piccadilly Village as opposed to 66 in the proposed development and using an adjacent section of the Piccadilly Village development overlaid onto the plan footprint of the proposed development. At approximately 2.66 times the footprint a like for like comparison in terms of density would be equivalent to 32 units as opposed to the proposed 66;

Aesthetically this is a beautiful and historic stretch of canal which is frequently visited and photographed for both of these reasons. Its features including the Grade II listed aqueduct, the only of its kind, the preserved industrial equipment (Illustration 5) and the basins which were established within Piccadilly Village in 1990 as one of the early city centre developments. Later Piccadilly Wharf was built upon the same scale as Piccadilly Village and in keeping and other developments such as Home developed to look appropriate and draw upon a Manchester mill aesthetic. The proposed development is not in-keeping with the adjacent properties on the canal corridor between Ducie Street and Great Ancoats Street

Unacceptable Impacts on Sunlight and Daylight levels in adjacent properties-

The new development will reduce light to some properties by 20%+. The Table below illustrates some of the unacceptable losses of sunlight and daylight for affected properties;

R3/52	BEDROOM	W3/52	36.35	26.37	27.46%	3.02	2.31	23.60%	91.32%	6.16%
10 THOMAS TELFORD BASIN										
Gnd Floor										
R2/50	KITCHEN	W4/50	30.03	17.79	40.76%	1.95	1.01	48.00%	77.42%	14.03%
		W5/50	29.57	17.16	41.97%					
		W6/50	30.24	17.76	41.27%					
1st Floor										
R2/51	LIVINGROOM	W4/51	35.56	24.47	31.19%	2.14	1.46	31.73%	64.77%	30.94%
		W5/51	35.69	24.47	31.44%					
		W6/51	35.73	24.45	31.57%					
2nd Floor										
R2/52	BEDROOM	W2/52	36.23	26.63	26.50%	2.91	2.24	22.87%	92.17%	5.36%

All of the windows in some properties and every single window but one in the run of properties directly fronting the Store Street development (9-16 TTB) will see reductions in light levels which well exceed the 20% target detailed in the BRE

Guide, in some cases by 100%. While the authors of the Daylight and Sunlight amenity report, paid consultants to CRT, may consider this acceptable, I do not. I would therefore like to see amendments to the plans that either reduce this amenity loss to acceptable levels, or provide compensation if this is not possible;

In some adjacent properties main habitable rooms already face north, and what light they do get will be reduced massively by this new development. This is what the Canal and River Trust's own report predicts. The plans should be amended to mitigate this; the layouts within adjacent properties which form the basis of the Assessment are inaccurate. Contrary to the light report there are two living spaces and one large-windowed bedroom. Our view from here will change from "sky" to "large building". The light report cites Oxygen as a precedent for this level of light loss, conveniently omitting the fact that Oxygen have had to pay many tens of thousands of pounds in compensation to residents.

Unacceptable impacts on privacy due to overlooking- Windows of development directly aligned on adjacent properties where living spaces are all located on the canal elevation; The new block would have sight lines directly into adjacent properties and every effort should be made to ensure that the alignment of windows between the development and my property would be such that there are no direct lines of sight between the two; If the plan goes ahead the terraced are will be looking into the bedroom windows of Thomas Telford Basin residents;

The proposal will be directly opposite a number of existing properties and the distance apart from the 2 developments is only the width of the canal and tow paths, the four storey block will directly overlook and look into the windows (living areas and bedrooms) of each of the floors of the Thomas Telford Basin houses. There should be consideration of an offset angle to the windows in the new build such that direct view is less possible.

Loss of green space and trees- The planned development would replace the current view trees with a direct view of a four-storey block, with a further seven storey block behind it; further details should be provided of the proposed off-site tree planting mitigation scheme. As such, without further detail, planning should not be granted; As an alternative to off site mitigation the applicant should consider the opportunity to provide replacement trees along Store Street within highway land; This development will destroy wildflowers and remove birdsong for people to see and hear as they travel into work;

The developers could at least put green walls and flower boxes on the building, even if they aren't able to design a more innovative structure; It is well documented that the city suffers for the lack of green spaces. This development will see the destruction of a belt of trees in the city centre which, contrary to CRT's reports, are not self-seeding and were planted by Piccadilly Village residents over 15 years ago;

The trees currently provide visual amenity, environmental benefits, and a habitat for wildlife. It is particularly appalling that this destruction is being proposed by a charity for commercial gain; The plans should be amended to include direct and appropriate compensatory action to replace these trees, including in ways that are of direct benefit to local residents; Not only do the trees that act as a small pair of lungs but

also as habitat for many other species of wildlife, including birds and invertebrates that live & nest there. I see them daily. Any new planting of trees elsewhere will not replace the amenity we have at present at a local level, nor replace the ecosystem in its entirety;

The current shrubbery and habitat on the proposed development site is of value to wildlife and residents. Contrary to the submitted Ecology Report this, I can confirm that the proposed sight is a nesting sight and whilst the trees are not fully grown, there is extend ivy coverage. On the boundary to the Ashton canal there is a drystone wall and adjacent fence with ivy cover 30cm deep providing potential roosting habitat for bats. I have seen the black redstart on the site on many occasions, alongside other birds mentioned in the report. Gold finches, long tailed tits, wrens are all regular visitors and I have seen the local nesting kestrels hover and swoop on prey on the site. As a city resident of 22 years with a young family we value the opportunity to view wildlife in the city;

The possibility of planting trees elsewhere, nearby, to replace loss of habitat needs to be considered; Appropriate regulations and guidelines need to be followed when destroying the existing trees to avoid harming nesting birds; Although technically waste ground, the site has been an asset to local residents and commuters using the towpath, providing pleasant patch of greenery and wildlife. It smells of woodland, the wind blowing through the trees sounds pleasant, and it's inhabited by many birds;

Richard Leese and other councillors have spoken about the importance of pocket parks. This is one of the few dense areas of trees in Ancoats; I am very unhappy and disappointed with the behaviour of The Canal and River Trust. It's been clear for years that they have been planning to use the land to generate as much money as they can, without considering a sale to local residents, and without adequate openness about their plans; The site contains several mature trees planted by local residents, along with a lot of smaller plants. The plan is to chop them all down and not replace them with anything in the same area. Should this really be allowed in the context of a "climate emergency"?

Impacts of construction activities- Residents have already had to put up with noise, dirt, dust congestion and road closures from the Oxygen and Crusader Mill developments for over 2 years and this will prolong the adverse impact on residents from construction activity; The proposed construction would require further pavement closures in addition to those already created by the adjacent Oxygen development; Given the above context there should be sensible restrictions on the constructors, to include time-limitations, a bar on weekend working, requirement to maintain access to and along the towpath etc.

Unacceptable noise from use of communal areas - The use of the roof terrace by residents would turn a peaceful area into a noisy one and this provision should be removed from the proposals; An external communal terrace just above the height of adjacent bedrooms is unacceptable due to the potential for it to become focus for parties and events with their attendant noise and disturbance. Proposals to restrict the hours of access would not be workable given the absence of permanent on-site property management staff. There are numerous existing developments in the city

centre where such clauses are routinely and regularly flouted particularly within Air B and B's.

Highways Issues - There would be an adverse impact on the ability of existing residents to park in the area (considering the new oxygen development will already be significantly reducing availability); The proposed levels of parking are inadequate; What consideration has there been in relation to new road layouts / flow to compensate for the increased traffic

Other - There has been a lack of meaningful consultation with local residents by the applicant. Noting the view within the submission that "the proposals which form this application have been the subject of discussions with ... **local residents [which]** have informed and influenced the design which has evolved through this process of consultation and discussion." The formal consultation to date undertaken by CRT and its developer has comprised one meeting, on one afternoon, following over eight months of refusal by the CRT to engage on their plans. This is an inappropriate way for any developer to treat with residents directly affected by their plans and is particularly reprehensible for a registered charity. I have also yet to see any evidence that the views expressed at the single consultation meeting have had any impact on CRT's plans;

In terms of pre-application consultation there was one 4 hour period when the developers offered us to meet the team. Their information was lacking including the unfortunate failure of their IT system. Further information we were told would be forthcoming was not. The visual depictions of the site were distorted and not true; Following the announcement of the project, the developers have made little effort to engage with the community and respond to feedback. The "consultation" appears to have been a formality rather than any significant engagement with residents; Access to adjacent areas would be affected by the closure of the tow path during construction; The location of the bin store would block the pavement for pedestrians using Store Street; When 85% of the residences have no parking, why have parking at all, especially any not suitable for vehicles sold in 10 years' time? Perhaps by reducing or eliminating parking space, the pavement could be widened to accommodate all the bins being put out;

Short terms lets should be banned within the development to protect existing residents amenity; Piccadilly Village is being walled in with new large buildings and receiving broadcast TV signals is becoming increasingly difficult; Whilst fully appreciating that the circumstances around the current pandemic residents should still have the right to explain concerns in person to a body of my elected representatives and decisions on developments should not be being made in private by an unelected council official. This decision will directly impact my property values and ways of living and is therefore incumbent upon the LPA to provide mechanisms whereby objectors can personally explain concerns to the decision makers;

There are concerns about Damage to property caused by construction; The proposals would devaluation property in the area and there should be compensation or this.

Ward Councillors (Piccadilly Ward)- Representations have been received from Councillor's Wheeler and Connor Lyons as follows:

Councillor Wheeler- I am glad that a constructive and productive discussion has been had between local councillors, officers and Clarion, and feel this has been a useful process to achieve shared goals. It is positive that these are properties outside the buy-to-let market. It will be interesting to see the effect of this model in the ward.

Going into the discussions local councillors had three demands: genuinely affordable quota (housing costs at one third or less of average household income) was met in 20% of these properties. This has now been done. The replacement of the lost trees within the city centre. The brickwork should be in keeping with Piccadilly Village.

Councillor Connor-Lyons – The scheme is a positive step forward and is an example of how the Council and the private sector can deliver genuinely affordable housing to ensure that we can equality of opportunity across our city. Ensuring that there is a 20% affordability was key for this scheme and of course it is the most important aspect for us. Ensuring that all the trees are replaced in the city centre is also important. The wider area has a deep industrial heritage to it that is clearly visible today, it's important that this scheme emboldens that.

Manchester Historic Buildings and Conservation Panel- At pre-application stage they expressed concern about the loss of a green open space which could be improved to open up views of the Grade II* listed viaduct. They acknowledged that the trees could impact upon the stability of the canal embankment. The character is derived from changes in level and this would be lost through the scheme. The Panel believed that a revised architectural composition would respond more appropriately to the adjacent viaduct. The material and height of the podium responded to the viaduct but a contrasting brick should be used for the taller element. The townhouses should have their own character. They were concerned about the lack of defensible space for the large ground floor windows on Store Street.

The scheme is a slight over-development and would not enhance the setting of the listed building which currently dominates the streetscene. The proposal would distract from this setting by becoming the new dominant built form. The built form facing canal should correspond to the development opposite and should not prettify its setting. The open space could be used more positively and improve access to the canal. However, this could be at the expense of the affordable housing. The rooftop planting was merely a means of compensating for the loss of greenery.

Historic England – Have no comments.

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 and off site highways works.

Manchester Water Safety Partnership – Would like to see a clear management statement around water safety risk assessments during construction and operation. MWSP would like this to cover training for staff members, and signage that will be in place, and clarity around CCTV, lighting and rescue equipment (also public rescue

equipment). They would like to see equipment such as: fencing at any access points, throwline/reach pole, and clear signage detailing location (to inform emergencies services) and actions to be taken in the event of someone entering the river. They would also like to know how near misses, or self-rescues will be reported to the Manchester Water Safety Partnership.

Canal and Rivers Trust – Have no objections but have recommended conditions and informatives.

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 on this basis, no further information or measures are required other than a need to resurvey should development not come forward before October 2020. An informative should remind the applicants of their obligations under the Habitat Regulation. Noting the close proximity of the site to 2 Sites of Biological Importance (SBI's) they note that without suitable mitigation there is a risk of pollutants etc. entering the canal system and conditions are recommended to mitigate any potential impacts. They also note that enhancements for biodiversity could also be provided within the development in line with National Planning Policy Section 170.

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards and verify it has been achieved.

Environment Agency – Have no objections but have recommended a condition in relation to mitigation from impacts of potential contamination.

United Utilities – Recommend conditions regarding foul and surface water drainage.

Greater Manchester Archaeological Unit – The desk based assessment (DBA) identifies the principal historic interest is the Ashton Canal Aqueduct which was erected at the end of the 18th century and which is Grade 2* listed. They consider that there is some archaeological interest for this scheme, but not enough to warrant a pre-commencement dedicated archaeological excavation. Their focus of interest relates to the potential for part of the original course of Shooter's Brook, the original ground surface and character of early 19th century infill deposits, together with the remains of the late 19th century factory and any currently hidden details of the canal wall and associated features that might be exposed during development ground works. They recommend a condition to reflect an appropriate level of mitigation.

Work and Skills – A local labour condition is recommended for the construction phases with a report of local labour achievements.

Tree Officer- Has no objection to the removal of the trees subject to mitigation.

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, CC4, CC5, CC6, CC7, CC8, CC9, CC10, 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 - Development in this highly accessible location would reduce the need for car journeys which could contribute to halting climate change.

SO2. Economy - Construction jobs would be created and housing provided near to employment. This would support economic growth. Local labour agreements would spread the benefits of growth and reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3 Housing - Development in this sustainable location would address demographic need, provide housing in an attractive place and support economic growth. The City's population has continued to grow as its economy has expanded.

SO5. Transport - This is a highly accessible location, 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 (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 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 - 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) – The development would be highly sustainable. It would be close to sustainable transport, maximise the use of the City's transport infrastructure and would enhance the built environment, create a well-designed place and reduce the need to travel.

The proposal would develop an underutilised, previously developed site and create employment during construction. This would support economic growth and complement nearby well established and emerging communities. Resident's use of local facilities and services would support the local economy. The proposal would enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be.

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.

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 easily accessible to pedestrians and cyclists, and sustainable transport options with Metrolink stops at Piccadilly and New Islington and Piccadilly Train Station. A Travel Plan would facilitate sustainable transport use and the location would minimise journey lengths for employment, business and leisure activities. 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. Pedestrian and cycle routes are proposed and pedestrian and disabled people, cyclists and public transport would be prioritised..

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 H8 (Affordable Housing) and Policy CC10 A Place of Everyone – This high-density development would use a sustainable site efficiently in an area identified as a key location for residential growth. It would contribute to the ambition of 90% of new housing being on brownfield sites. It would have a positive impact and the

accommodation would meet different household needs. The apartments would appeal to single people, young families to older singles and couples.

Manchester's economy continues to grow and investment is required in this type of location 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 and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. It is expected that a minimum of 32,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy.

The proposals would fully comply with Policy H8 providing 20% affordable housing on site within 13 shared ownership units.

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), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – The development would use the site efficiently, promote regeneration and change and create an attractive and healthy place. It would maximise the use of land and its design would respond to its context. It would contribute to place making and would bring significant regeneration benefits. The design would respond positively at street level. The design would be appropriate to the location and create a cohesive urban form. The building and public realm would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Ancoats.

The impact on the setting of the adjacent listed aqueduct or nearby listed Crusader Mill would not be detrimental. The listed structures of the Ashton Canal are in a mixed setting and the proposal would be viewed within that context. The submitted Heritage Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context and its effect on the adjacent heritage assets.

The following parts of the NPPF should also be noted:

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 and NPPF Justification Statement demonstrate that the historical and functional significance of adjacent heritage assets would not be undermined by the development and their significance would be sustained.

The proposal would address the street block and would make a positive contribution to the townscape and enhance the setting and character of potentially affected heritage assets. This would sustain their value as there are substantial public benefits which would be derived from the proposal which would outweigh any harm to the setting which would be caused by the loss of the meanwhile greenspace currently on the site. That harm is necessary both to secure those benefits, to fully realise the optimum viable use of the site and secure its wider potential in urban design terms

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would integrate the site into the locality and increase natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There could be archaeological remains on the site of local significance and a proper record should be made.

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) -The site is highly sustainable. An Energy Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build stages 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 and has analysed Low and Zero Carbon technology options to identify the feasibility of incorporation into the development.

Surface water drainage would be managed to restrict it to a Greenfield run-off rate if practical, and to reduce the post development run-off rates 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.

There has been antisocial behaviour at the site and security has been enhanced to restrict access. The meanwhile green infrastructure is similar to that occurs on many redundant brownfield sites in urban settings. An Ecology Report concludes that the site does not possess any significant wildlife value with no evidence of specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. No statutory or non-statutory designated sites would be adversely affected. Impacts could be offset by enhancements delivered as mitigation on and off the site. An Arboricultural Report concludes that the trees on site are in poor to moderate condition due to their age and nature.

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 the measures that would be undertaken to minimise the production of waste 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 proposal; 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; and, 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 created through strong corner 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.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – The site lies within the north west of the SRF Area. This transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. This would ensure that the City can capitalise on the opportunities presented by HS2 and the expansion of the Station. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; provide destinations for social and cultural activity; and provide job opportunities for local people.

The SRF identifies increasing density as crucial to sustainable growth and long term economic competitiveness. It is envisaged that the area around this site would include apartments, townhouses, smaller office floor plates, retail, cafes and bars. The Masterplan suggests a densely developed area with building heights of 8-12 storey and the proposal at 4 and 11 storeys is consistent with those parameters.

The proposal would complement this next phase of growth in Manchester, deliver strategic regeneration objectives and improve visual connectivity between the City Centre and nearby communities

Portugal Street East Strategic Regeneration Framework (SRF) 2018 - The Portugal Street East SRF is adjacent to the proposed HS2 station entrance. The SRF aims to secure comprehensive delivery of a vibrant and connected neighbourhood that contributes towards Manchester's economic growth objectives in a sustainable way which includes areas of high quality public realm and other infrastructure between development plots. The proposal would complement these objectives.

Ancoats and New Islington NDF - The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposed development would be complementary to those objectives.

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 Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposal would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place that would be delivered as part of the delivery of recent approvals within the adjacent Portugal Street East Neighbourhood. It would, along with other pipeline developments start the process of delivering strong visual connections between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

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. 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 proposal would contribute to achieving these targets and growth priorities.

Delivering Manchester's Affordable Homes to 2025 (Report to Economic Scrutiny Committee Sept 19) – This approved an increase in the City Councils affordable

housing targets aiming to deliver at least 6,400 homes which would be affordable to Manchester people – meeting the Council’s 20% affordable homes ambition for the city. New affordable homes should be equally split between social housing, affordable housing and shared ownership properties. Increasing the supply of good quality affordable homes for sale and rent will allow Manchester residents to raise their individual and collective aspirations. The provision of 13 shared ownership homes (intermediate housing) at would align with this target and deliver a planning policy compliant proportion of affordable homes.

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 proposal 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.

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 Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits close to the Piccadilly HS2 Masterplan Area, the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

Principle of the Proposed Development and the Schemes Contribution to Regeneration – The trees on this brownfield site offer some amenity value but the site is not publically accessible and its ecological value is low. Street level activity in this part of Store Street is poor and there have been incidences of anti-social behaviour at the site. The benefits of the development and the mitigation for the loss of green infrastructure outweigh any visual or ecological harm and the Greater Manchester Ecology Group have no objection.

The site was in industrial use for over a century. Its appearance is similar to other post industrial sites. It has no formal status as open space and most of the trees are growing on the canal retaining structure. These trees will have to be removed soon in any event, in order to protect the integrity of the structure.

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 longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as opportunities are presented by HS2, and the core expands.

The provision of homes, including affordable homes, is critical to economic growth and regeneration in terms of attracting and retaining a talented workforce. This area has been identified as being suitable for new homes and high density development is appropriate in this highly accessibly and sustainable location and this development would be consistent with Manchester’s Residential Growth Strategy which aims to deliver 32,000 homes by 2025 with 6400 (20%) to be affordable.

The homes would be attractive to all including families and young professionals. They would be targeted at graduates, young professionals and other economically active households. The scheme has been designed to keep service charges at a minimum.

The site has a negative impact on the street scene. It has a poor appearance and fragments the historic built form and creates a poor impression for visitors. The Canal and Rivers Trust has sought to secure the site to minimise antisocial behaviour and it is not accessible. Its redevelopment would address these issues and provide a positive use that benefits the surrounding area.

The development along with Oxygen would improve the pedestrian environment and provide safe, well-lit connections and increase permeability and accessibility. This would be a catalyst to further regeneration, and help to create an attractive neighbourhood and deliver important physical linkages.

Employment would be created during construction, with permanent employment within the building management services. It would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF. It would be in a sustainable location and would improve the environment and deliver high quality housing with safe and healthy living conditions. It would be located close to a number of major transport hubs and would promote sustainable economic growth.

Affordable housing provision – The amount of affordable housing required within 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. The Shared Ownership proposed would diversify the affordable offer and attract new residents.

An Affordable Housing Statement submitted in support of the application explains the applicant's intention to deliver 100% shared ownership homes. The delivery of a 100% affordable homes would exceed the requirements of policy H8 which requires new development to contribute to the City-wide target for 20% of new housing provision being affordable. 20% would be secured through a S106 agreement. These would be affordable to those whose income aligns with Manchester average salaries affordability criteria.

The remaining 80% would be secured as a condition of funding from the Homes England Strategic Partnerships Programme, under the Homes England Shared Ownership and Affordable Homes Programme 2016-2021, where Registered Providers, including the applicant, aim to deliver at least 130,000 affordable housing starts by March 2022.

Shared ownership housing is a stepping stone to full home ownership and is aimed at economically active households who are unable to secure a mortgage large enough to purchase a home outright. Buyers can purchase a share ranging from 25% to 75% of the equity and pay a rent on the unsold share. If they wish, buyers can subsequently purchase further shares until they eventually own the property outright. Whatever share is owned can be sold on the open market to another household in need, or to any buyer if the seller has acquired 100% of the equity.

The Affordable Housing Statement states that Purchasers:

- Must be a qualifying buyer unable to afford a home in their local market based on their earned income and any available capital
- Must use the property as their own main residential home. The lease agreement will prevent sub-letting in order to ensure it is used to meet a household's accommodation, rather than business needs.

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 associated external spaces that support the health and well-being of their users and all who experience them,

All apartments would meet Space Standards with some exceeding the minimum areas. Full height windows would maximise natural daylight and apartments would be naturally ventilated. Some would be dual aspect increasing internal light levels.

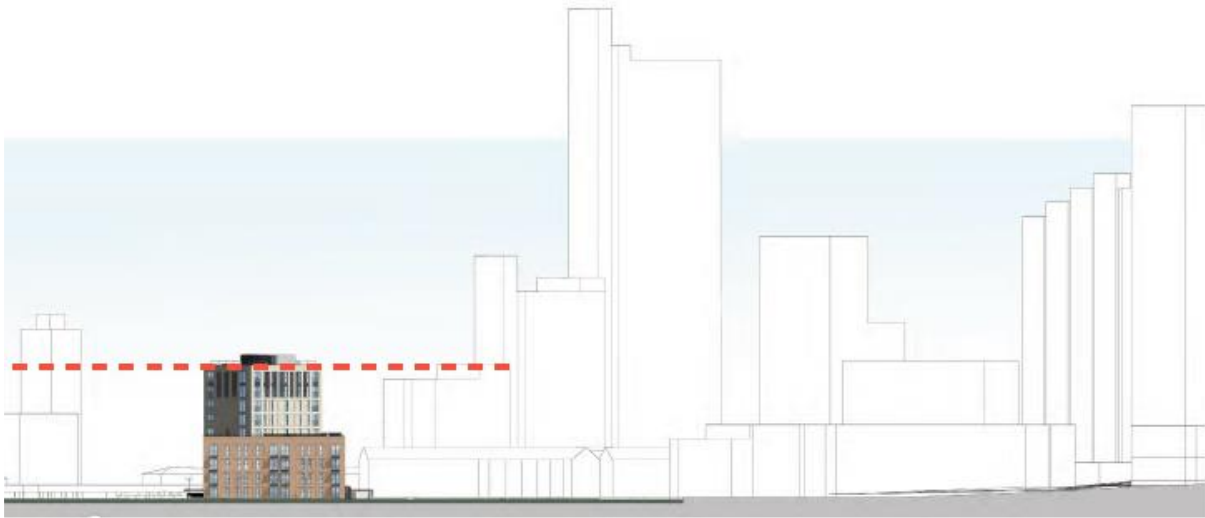
The apartments and townhouses would appeal to single people and those wanting to share. The 2 bed apartments / townhouses would be suitable for 4 people, and could be attractive to families and those downsizing. The open-plan arrangement responds to contemporary lifestyles. The proposal includes some private amenity spaces. A landscaped roof terrace at level 6 would provide communal space with raised planting beds, soft landscaping and informal seating.

A condition requiring details of a management strategy for the apartments and the external terrace area and public realm, would ensure that the development would be well managed and maintained, providing confidence for those wishing to remain in the area long term.

CABE/ English Heritage Guidance on Tall Buildings

The development at a maximum of 11 storeys is considered to be a tall building within some of its local context. However the HS2 Masterplan advocates higher density development in this area. The proposal 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 Guidance on Tall Buildings published by English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment. This considers design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. A key issue is whether the height of the development and its impact on the setting of the adjacent Grade II* listed Aqueduct is appropriate.



The proposal would be formed from 2 blocks with a four storey element at canal level and an 11 storey element on Store Street. The scale and massing seeks to address the lower scale around the canal and the more dense urban scale of Store Street.

The Core Strategy supports tall buildings that are appropriately located, are of excellent design quality, contribute positively to sustainability and place making and deliver significant regeneration benefits. Viable and deliverable sites within the City Centre are considered to be suitable, particularly where they are close to public transport nodes. The HS2 SRF promotes high-density mixed-use developments, with a residential focus around Store Street, with the potential for taller buildings along main routes into the city centre such as Store Street.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The proposal would provide a sense of enclosure, better define the street, create a dense urban grain and follow the historic building line. Its scale, massing and appearance would deliver a high quality contemporary building which would enhance the cityscape.

Each element would have its own character and form, with a limited palette of materials that complement the colour and textures of nearby buildings. They would be viewed as separate buildings and the lower element would be read within the context of the canal side and would not be dominated by the taller block.

The proposal responds to the massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner. It would reinforce the sense of place and enhance the areas character and distinctiveness. The traditional brickwork would reflect the character of the area and the colour associated with the aqueduct. The regular pattern of bays, the ordered grid and the 215mm set back of the windows would complement the design and horizontal emphasis of the former nearby industrial buildings. The townhouses entrances would engage with Store Street and increase the active frontage. The deep 400mm reveals to the frontages would add to the quality and visual interest.

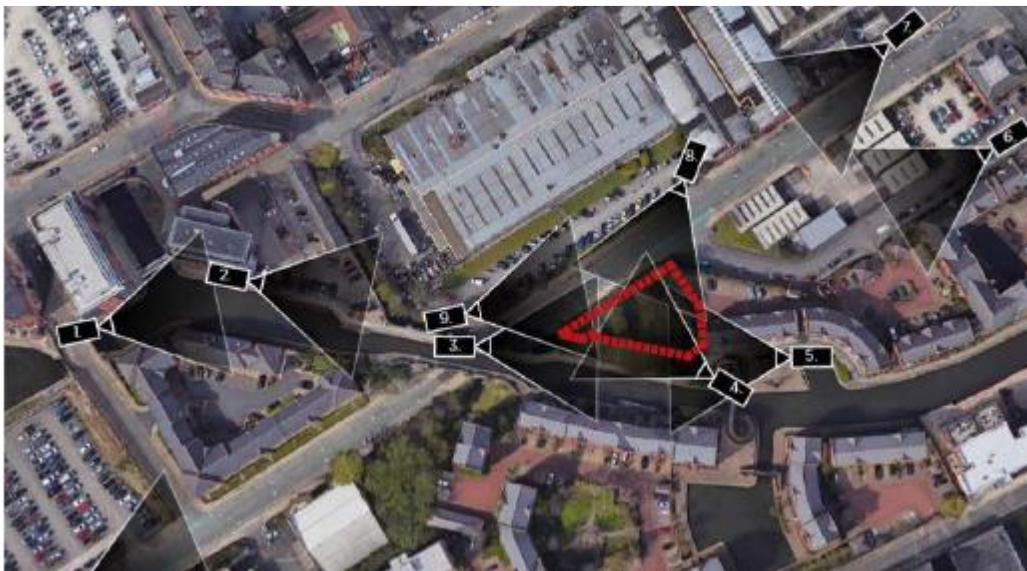
The materials would deliver a high quality design subject to detailing and quality control mechanisms which can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building which the SRF and local and national planning policy requires.

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

The Core Strategy requires large developments to complement the City's assets, including designated and non-designated heritage assets. They should enhance character and distinctiveness without adversely affecting valued townscapes or landscapes, or intruding into important views. The proposal would enhance the character and distinctiveness of the site and the area and would not adversely affect established valued townscapes or landscapes, or impact on important views.

A Heritage Assessment and 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).

The proposal would have no physical impact upon the grade II* listed aqueduct and the heritage impact assessment relates to indirect, i.e. visual impact. 4 key views have been identified and a qualitative assessment of the effects of the proposal on the setting of heritage assets has been undertaken. The architectural expression of the grade-II* aqueduct structure is best appreciated at street level but its heritage values can also be understood and experienced at canal level.



Scoped Viewpoints

Viewpoint 3



The grade-II* aqueduct is read along the canal. The view has medium heritage value as the significance is not best represented. The aqueduct is obscured but the multi-layered relationship between the canal and Store Street is apparent, conveying the character of the area as historically defined by the grade II* aqueduct. The canal is the principal focus of the view, framed by the sandstone parapet of the aqueduct to the north side and residential blocks to the south. Semi-mature trees encroach from the vacant site, forming a boundary between the canal and street below.

The proposal would be highly visible, introducing a new contemporary element. Its materials, form, height and articulation maintain the architectural expression of existing buildings and yellow and red brick would reflect and complement the form, scale and massing of the aqueduct. The development would be viewed in the context of Oxygen. This visual link would denote the on-going development, regeneration and continuation of the city at street level.

The proposal would enhance the ability to appreciate the heritage values of the aqueduct to an imperceptible degree by bringing the site back into active use with a development that complements the character of the area and re-instates a sense of cohesion between the canal and the street. The proposal would have a negligible beneficial visual impact on the designated heritage asset from Viewpoint 3.

Viewpoint 4



The site's semi-mature trees and shrubbery dominate the right side of the view. The view illustrates the enclosed and secluded character of the canal but has negligible heritage value as there is no clear view of the aqueduct.

The existing view demonstrates the 18th century canal, once fronted by buildings of a robust industrial nature, is now surrounded by low rise residential development framed by a backdrop of contemporary development in the distance. The industrial character of the canal has been eroded by the demolition of manufacturing works in the 20th century.

The proposal would dominate the right of the view and replace the semi-mature trees and shrubs. The development would be highly visible but would not intrude on the ability to experience and appreciate the grade-II* aqueduct which remains obscured. The proposal would encourage permeability along the tow path and make a positive contribution to local character and distinctiveness of the area, which is currently defined by the mid-rise residential development to the south side of the canal. The proposal would not be experienced in conjunction with the aqueduct and the visual heritage impact would be neutral.

Viewpoint 8



It is not immediately obvious in this view that that the structure which bridges the street, is an aqueduct. This is a high value heritage view, as the architectural expression of the aqueduct is well represented and its distinctive architectural design can be fully understood and appreciated. The view illustrates the gap sites which define the streetscape. The industrial buildings which once framed the aqueduct have since been demolished eroding the areas 19th century industrial character.

Despite the poor pedestrian environment and general lack of activity in the fragmented streetscape, the heritage values of the grade II* aqueduct are still fully appreciated. The setting of the building is detrimental without historic character and there is a high capacity for change to enhance its setting.

The development would be highly visible and introduce a contemporary structure. It would bring a gap site back into active use and its height, mass and form would address the street and canal levels encouraging exploration of the space and enhancing the ability to understand the heritage values of the aqueduct and canal.

The materials and stepped form would ensure that the architectural focus of the view is on the aqueduct and avoids any intrusive physical or visual impact. The proposal would fit comfortably in the streetscape and enhance the ability to appreciate the heritage values of the aqueduct to a minor degree, by reinstating a sense of cohesion and unity to a fragmented streetscape and reintroducing the industrial character of the area. The yellow brick would complement the sandstone aqueduct and retaining wall. It is considered there would be a minor beneficial visual impact from Viewpoint 8.

Viewpoint 9



This a medium value heritage view as the significance of the aqueduct is readable, but not best represented. This is evident through the distinctive, enclosed character the aqueduct provides to this part of the streetscape. The focus remains on the semi-elliptical archway which supports the Ashton Canal above.

The view provides some context of the surrounding streetscape with Oxygen further along the Street. The vacant site is visible to the right. It is with no historic character and has a negative visual impact on the setting of aqueduct. There is potential to redevelop the site and reinstate its historic context.

The proposal would be highly visible. It would address and respect the form, scale and massing of the aqueduct and Piccadilly Village, the canal, the street-level environment and Oxygen. Its height, massing and form would sit comfortably within its varied context. The yellow brick would complements the aqueduct structure.

The development would enhance the dilapidated character of the streetscape, and contribute to the appreciation of the grade-II* aqueduct to a minor degree. The proposal would improve the setting of the designated heritage asset and enhance its cultural heritage values. The proposed would have a minor beneficial visual impact from Viewpoint 9.

The proposal would introduce a dominant new structure near to the Aqueduct and nearby Crusader Works. However, it would enhance the local street scene, increase activity levels and enhance safety and security and on balance would have an overall beneficial impact on the adjacent listed buildings and structures.

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. Section 66 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 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 and 196.

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 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 complement and support the regeneration of the HS2 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 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 the Planning Act in relation to preservation and enhancement

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

This development and the reinstatement of the Store Street frontage would enhance connections from Piccadilly Station helping to create a strong sense of place.

Development along the canal towpath provides an opportunity to improve the safety and security of the public realm. The landscaping strategy has been developed in response to recommendations from Greater Manchester Police

Defensible planting would create a buffer between apartments and the towpath which would be maintained by the Canal and River Trust. This would have low level robustness and provide colour, texture and year-round interest.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered urban design response.

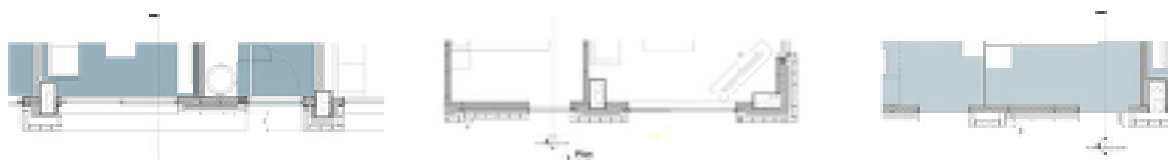
The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

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 and metal cladding. The development would use simple, high quality materials that are durable and maintainable. The use of a contrasting red and buff brick to each block would allow the building to respond the sites dual context.

The design incorporates elements of metal cladding to assist in dividing elements of the building, particularly at the podium level and also to add visual interest within the structure. The design of the building uses a podium element on the two lower levels which is then visually divided from the upper levels above.



The relationship between the development on Store Street and the aqueduct has been a key consideration in the design process. The podium element would relate to the height of the aqueduct and provide visual continuity between the two structures. This element of the design has been amended and the podium area reinforced following feedback from the Council and also the Conservation Panel. The design now provides for a strong podium element which visually separates the lower and upper parts of the building.



The use of zinc panels to the façades of the town houses facing Store Street and the 3rd storey above would break up the overall massing and solidity of the predominant masonry elements above allowing along with the areas of planting a lighter more animated street level engagement. The zinc panels are also incorporated into the upper floors and would breaking up the overall mass of the building and creating

interest and quality finish to the structure. The layering to the facades resulting from the set back of the panels and areas of brickwork within the wider window recesses and contrasting materials, along with the Juliet and projecting balconies would provide visual relief which would break up the overall massing of the development.

Large windows would provide for light living spaces within the apartments with views out across the city.

It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition, the proposed materials are appropriate and would deliver a high quality design. Their colour and texture would reflect that found within the wider area and townscape.

The building layout would help to animate the street and would improve the quality of the streetscape considerably. The high quality design would add to the overall quality of the locality and further enhance the legibility that its height would afford

Credibility of the Design

Proposals of this nature are expensive to build and design and architectural intent must be maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site. The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport nodes including mainline and local train services, tram services and buses. The public realm improvements would enhance links to public transport. Residents would be able to walk to jobs and facilities in the City Centre. There are bus stops on Great Ancoats Street and London Road adjacent to Piccadilly Station.

The proposals include 10 parking spaces 2 of which would be suitable for use by disabled people. 5 spaces would have EV charging points with passive provision for 5 further EVC spaces.

There are multi storey car parks nearby, the nearest is at Sheffield Street 200m from the site. The nearest car park with dedicated disabled parking spaces is at Piccadilly Station with 21 disabled spaces which could be available on a contract basis. There are 5 City Car Club bay within 700m of the site.

A communication strategy in the Travel Plan would make residents aware of sustainable options. The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network would be minimal.

The cycle store would be well-lit and secure and would be accessible from Store Street and the canal. There would be 100% provision i.e. 66 spaces. Pedestrians would be able to access the building from either Store Street or the canal side.

Drop off, servicing and loading is intended to be from Store Street.

Sustainability

There is an economic, social and environmental imperative to improve the energy efficiency of domestic and commercial buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Energy Statement (ES) assesses physical, social, economic and other environmental effects and considers this in relation to sustainability objectives. The ES 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 and sets out how Low and Zero Carbon technology options have also been analysed to identify the feasibility of incorporation into the development

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. Improvements to the thermal performance and air tightness above Part L of the Building Regulations have been incorporated before the energy reducing and low carbon technologies are applied. The sites highly sustainable location should reduce its impact on the environment.

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.

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 16.2% relative to Part L (2010) and a commitment is made to achieving at least 9% dwelling emission rate reduction relative to Part L1A (2013).

The proposed approach to CO2 emissions reduction would be through a fabric led energy strategy, in accordance with the principles of the energy hierarchy. Passive measures are included in the design of the dwellings to reduce energy use through: enhanced insulation to the building envelope; Windows with high thermal insulation; Reduced air permeability; Maximisation of daylight; and Optimising glazing solar energy transmittance.

Limiting heat losses across the building envelope would future proof energy efficiency over the life of the development. The design would maximise passive solar gains and minimise thermal losses through the use of high-performance glazing and enhanced insulation levels above the minimum set down by Building Regulations. Air tightness would be beyond the level required to comply with the Building Regulations. This would prevent a significant percentage of heat loss.

Building services would achieve maximum energy efficiency and reduce mains/potable water consumption. High efficiency systems, plant, controls and equipment would be incorporated with: Energy Efficient LED Lighting; Electric Panel Heaters; Ventilation Systems Utilising Heat Recovery (to recover waste heat from the exhaust air utilising this to raise the temperature of the incoming fresh air and reduce overall energy use).

PV cells would provide an on site source of renewable energy. The carbon impact of electric based heating is going to be more favourable in the coming years and the scheme is being pro-active in this respect and should become a zero carbon development over the medium to longer terms as the national grid electricity system decarbonises.

50% of car parking spaces would be electric vehicle charge points at the first day of occupation, with passive provision for the remaining 50%.

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.

Environment/ Amenity

Sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. Any harm with respect to these effects does need to be considered with reference to site context.

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 have to be dealt with in an a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Second Edition BRE Guide (2011). This is not mandatory but is generally accepted as the industry standard and helps planning authorities to consider these impacts. The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. Locational circumstances should be taken into account, such as a site being within a city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 1-18 Thomas Telford Basin, 1-8 and 16-18 Thomas Telford Basin, 9-15 Thomas Telford Basin, 28-29 & 26-27 William Jessop Court & 8/11 John Smeaton Court, Oxygen Development (Store Street) have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled

for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site. The baseline is taken as the cleared site with the adjacent Oxygen development completed.

Other residential properties were scoped out due to the distance from and orientation in relation to the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for rooms where light is required, including living rooms, kitchens and bedrooms.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The methodologies can comprise 3 tests. 2 of these tests have been carried out in relation to this proposal.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would 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.

The 2nd and 3rd tests assess daylight levels within a whole room rather than just that reaching an individual window and are more accurately reflect daylight loss. The assessment submitted has considered the 1st 2 of these progressive tests.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre. The BRE Guide recognises that different targets may be appropriate. It 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 in particular.

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 left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. For the purposes of the sensitivity 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 site has been cleared for a number of years. Therefore, many of the buildings that overlook it have received unusually high daylight levels in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and

overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

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. 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 BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

Sunlight Impacts

For Sunlight, the BRE Guide explains that 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 (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

The impacts of the development within this context are set out below.

Daylight Impacts

1-8 and 16-18 Thomas Telford Basin: 60 (100%) of windows meet the BRE VSC Target and 24/24 of rooms (100%) would meet with the BRE NSL target. The daylight losses would be negligible or minimal.

9-15 Thomas Telford Basin: 29/49 windows (59.2%) meet the BRE VSC Target and 12/21 (57.4%) rooms would meet the BRE NSL target.

28-29 & 26-27 William Jessop Court: 14/16 windows (87%) would meet the BRE VSC Target and 10/10 rooms (100%) would meet with the BRE NSL target. The daylight losses would be negligible or minimal.

8/11 John Smeaton Court: 32/34 (94%) of windows meet the BRE VSC Target and 13/13 rooms (100%) would meet with the BRE NSL target. The daylight losses would be negligible or minimal.

Oxygen: 7/7 (100%) of windows would meet the BRE VSC Target and 3/3 (100%) of rooms would meet with the BRE NSL target.

Sunlight Impacts

The only the relevant neighbouring properties with living room windows facing within 90 degrees south are 28-29 and 26-27 William Jessop Court and Oxygen.

28-29 and 26-27 William Jessop Court: When assessed against the APSH (Sunlight criterion), 100% of the living rooms show full compliance to the BRE Guidelines

Oxygen: When assessed against the APSH (Sunlight criterion) windows in the adjacent Oxygen development show small reductions in winter sun levels to 3/7 windows/areas. One of these areas shows an overall reduction of marginally over 4% but this window retains summer sunlight levels significantly in excess the 25% APSH. The other 2 areas both include windows which show minimal overall winter APSH reductions of 4% and 6.25% respectively. The overall reduction to one of these windows/areas is not considered to be of any significance given that both of the remaining windows serving the area show no APSH reduction and retained annual overall APSH levels of 62% and 52% respectively. The remaining area in this property shows a reduction of 1% winter sun from 9% to 6%. There is no reduction to sunlight levels during the summer months and given that the retained level of winter sun remains above the BRE Guide winter sun target of 5% (14.29%) the reduction is not considered to be of any real significance or unacceptable.

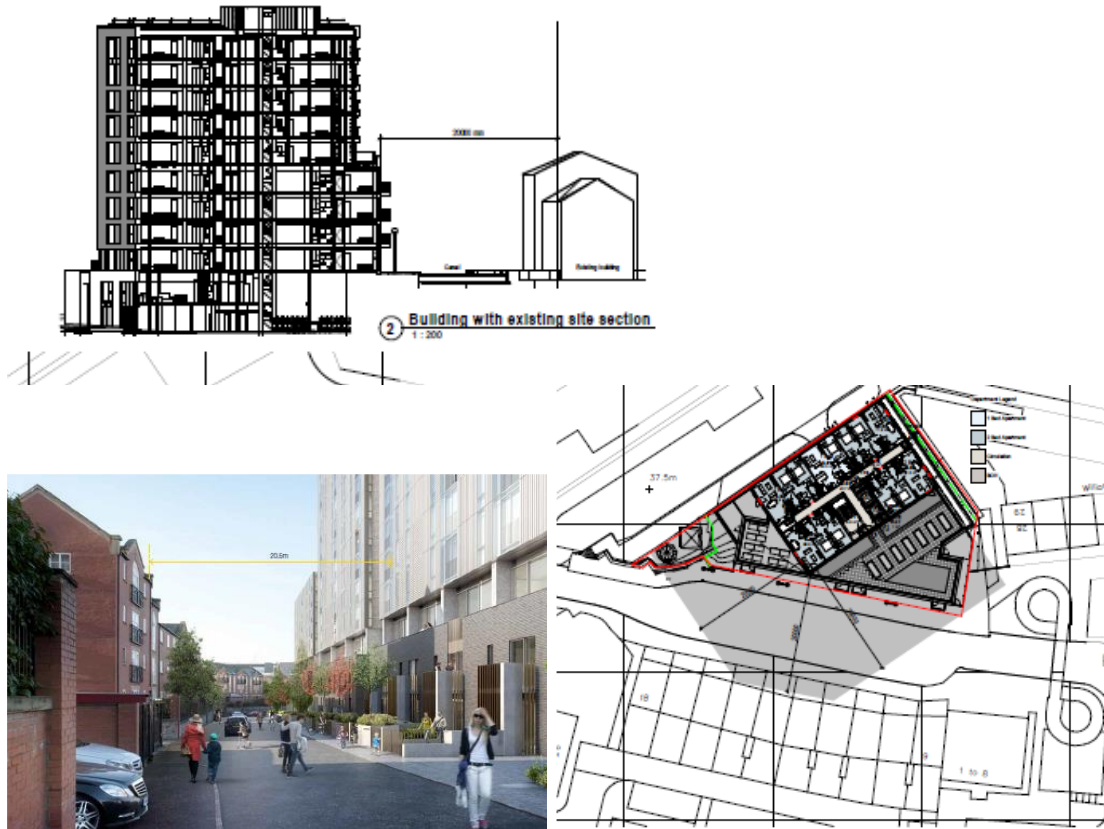
The impact on the daylight and sunlight received by some residents of 1-18 Thomas Telford Basin, 28-29 & 26-27 William Jessop Court, 8/11 John Smeaton Court and Oxygen are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following is important:

- 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, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- This City Centre is designated for high density development;

It is considered that the above impacts are acceptable in a City Centre context.

Privacy and Overlooking

Small separation distances between buildings is characteristic of these dense urban environment within the City Centre.



Images illustrating separation distances and similarity with adjacent Oxygen development.

The orientation of the proposal means that only the windows on the canalside block directly face those on the opposite side of the canal. The distances of approx. 20m mirror those between other canalside developments and are considered to be acceptable.

The level 6 roof terrace would not directly face any windows within the adjacent and opposite properties. The use of the terrace would be restricted to avoid disturbance to neighbours and a condition can manage this.



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 to ensure that dust and air quality impacts are not significant should remain in place during the construction period and should be a condition. Operational movements may alter the use of the local road network. Atmospheric dispersion modelling for the first year of operation shows the impact to be 'negligible'. The premises would have air tight windows and mechanical ventilation.

66 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 or adaptable for use by electric vehicles.

These measures would ensure that 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.

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.

There is potential for noise impacts in the evening within the communal areas due to the orientation of this area and the numbers of people who could be using it. A condition would limit the hours during which this could be used and management of access to this area would also be considered within the building Management Plan.

Telecommunications (TV and Radio reception and Broadband provision) –A Baseline TV Reception Report concludes that the overall impact on signal strength in the vicinity would be negligible with the exception of immediately adjacent homes where the reduction could be moderate. However, the overall strength is strong and the signal strength would be good and the proposal would not result in any significant negative impact.

It is recommended however 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 CABI 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 CABI 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 have provided input in particular into the design of the proposed landscaping scheme. This advised that raised planters should not be incorporated, to avoid creation of incidental seating that may encourage antisocial behaviour or loitering. There would be no direct access onto the Canal towpath from the ground floor flats and defensible planting would act as a buffer between the apartments and the towpath public realm. A 1.8m high vertical bar railing with gate would provide security and keep a high level of visibility and the railing above the retaining wall on the canal towpath would be retained.

The scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues –The principal historic interest is the stone-built Ashton Canal Aqueduct which was erected at the end of the 18th century. By 1820 the brook was culverted and the land infilled for the construction of Store Street. GMAAS consider that there is some archaeological interest but not enough to warrant a pre-commencement dedicated archaeological excavation. The appropriate level of mitigation in this instance, would be an archaeological watching brief and the recording of any features, deposits and finds of archaeological interest that come to light. A condition to secure this is recommended.

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 but is directly adjacent to Ashton Canal, a canal-based site of biological importance (SBI) and 100m away from the Rochdale Canal – Stotts Lane, Ducie Street Basin SBI. Therefore, some safeguards will be required to ensure that the proposed works and the residential usage does not impact on the watercourses, through pollution.

The brown field site contains self-seeded sub mature silver birch goat willow, sycamore, beech, alder and rowan trees and this would be lost to facilitate the

proposal. The habitats and plant species on site are widespread and common throughout the UK and Greater Manchester. They do not provide suitable bat roosting but may provide bat foraging environment particularly along the canal side.

There are nesting habitats for birds but there is little habitat for protected species and there are no constraints relating to protected species. The site provides suitable habitat for hedgehog and for other mammal such as grey squirrel, fox, rabbit and small mammals such as voles and mice which would be lost. All site clearance should be undertaken outside of the bird breeding season.

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 including within the communal terrace. The landscape would enhance linkages to local wildlife corridors. Ecological stepping stones could link to existing and developing green/blue infrastructure. Soft landscaping including native hedge, shrub and ground cover planting 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 Ecology Report recommends the inclusion of hedgerows and bat roost opportunities within the buildings, designed for the species occurring within the immediate area such as bat boxes positioned to link in to the adjacent canal by landscape design. Other simple measures such as bug boxes and bee houses could also be incorporated within the landscape design to provide a net gain for Biodiversity. The inclusion of these measures should be a condition of any consent granted.

The off site tree planting to mitigate the loss of the 25 existing trees on the site would be secured on land owned by the applicant through a condition.

Waste and Recycling – Individual residents would take their waste to the ventilated refuse and recycling room at ground floor, and empty the contents into the appropriate bins sorting into 4 waste types: residual waste, food waste, pulpable waster (paper, cardboard etc.) and co-mingled materials (glass, tins, plastic, bottles etc.). The refuse and recycling room is within 30m of horizontal travel distance from the apartments. The level of provision would require the applicant to fund an additional pickup. Access to the refuse and recycling store would be via Store Street and access will be controlled via a coded lock allowing Manchester City Council's waste operatives to access the store upon arrival at the building.

The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments.

Flood Risk and Sustainable Urban Drainage Strategy - The site is within Flood zone 1 with low risk of flooding from rivers, sea and ground water. However the site does have a Medium risk of flooding up to 300mm in depth along its full frontage with Store Street due to the Canal. The threshold levels of the townhouses would be a minimum of 300mm above the adjacent carriageway level. The part basement would be waterproofed to accommodate the plant rooms, car parking and storage areas. Gullies in the car park and a waterproof membrane would be provided below the ground floor framing.

The site is in Canal Breach Zone A. However, the proposal includes retaining walls in place of the existing embankment which would reduce the risk of a breach. The Canal and Rivers Trust have identified a risk of flooding from construction works. They note the comprehensive Structural Report and detailed drawings submitted to support the application and have confirmed the acceptability of the principle of these but have nevertheless recommended a condition to allow the approval of the final details to fully mitigate that risk.

The site is in the Core Critical Drainage Area in the Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems. The Drainage Strategy explains that the location of the site and the lack of external areas in which to install soakaway or infiltration devices, soakaway/infiltration drainage is not feasible. It is proposed that surface water drainage would be discharged to the culverted watercourse beneath Store Street.

The site is undeveloped and considered to be a greenfield site for drainage design. It is proposed to restrict flows from the site to a minimum discharge rate of 5 l/s, which is the recommended minimum for the avoidance of blockages which would accord with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas. The post development run-off rates would be reduced to 50% of pre development rates in line with the SFRA requirements. On site surface water attenuation would be required for this flow restriction. The storage capacity required for the development has been calculated to be up to 40m³ and although final details of this would be agreed via a condition it is anticipated that the tank would be situated below the ground floor car parking area. Conditions could require details of the surface water drainage and a maintenance and management plan be approved.

Contaminated Land Issues - A phase 1 Desk Study has assessed geo-environmental information concludes that the sites historical industrial use means that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would presents a low risk to future site users and construction workers. A condition would require a full site investigation and remediation measures to be agreed.

Disabled access – 8 apartments (12%) could be adapted and level thresholds and lift access is provided to all apartments. the development would include the following features:

1300mm wide corridors give access to the lifts, stair, cycle store and other back of house areas; 13 person and 17 person lifts provide access to all the upper residential floors with braille signage; An ambulant disabled stair provides access to all the upper levels with contrasting nosing's to treads; Clear wayfinding signage in the entrance and lift lobbies to each floor; A 1300mm wide upper level circulation corridor; Clearly numbered 928mm wide apartment doors with security view point at suitable level for wheelchair users; Within each apartment, doors to the main bathroom would open outwards to aid wheelchair manoeuvres; Wheelchair turning space within the open plan apartments; and The fire evacuation strategy it being

developed by a Fire Engineering Consultant and will consider the evacuation of people with a wide range of types of disabilities from all areas of the building

The external lighting would ensure that routes are adequately lit during daylight hours and after dark.

Vehicular 'drop-off' points would be provided on Store Street. The proposals 2 parking spaces which would be suitable for use by disabled people. The nearest car park with dedicated disabled parking spaces is at Piccadilly Station with 21 disabled spaces which could be available on a contract basis. The parking bays opposite the site provide free parking for blue badge holders and give unrestricted access to vehicles for any disabled motorists (see below).



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.

Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all impacts associated with the construction, operation and demolition of buildings and infrastructure in order to decarbonise the built environment value chain. The design development process has considered how embodied carbon could be minimised. The structural and topographical issues at the site and the need to address Store Street and the Canal requires a complex design and has an impact on construction and ability for standardisation.

The site constraints and topography are such that opportunities for the use of measures such as modular or off site construction which could reduce embodied carbon are restricted. The design number of columns and their spans have been

minimised and the slab depth has been reduced to reduce the amount of concrete required. Concrete has been used efficiently which reduces embodied carbon. Waste from excavation and taken to landfill is reduced as only part of the site is a basement.

An efficient construction process would be required in the limited space available. Deliveries and materials would have to be carefully managed as there is not room for on-site storage. This would prevent unnecessary materials being ordered and going to waste. Offsite manufacture would be used where possible with, for example, key structural elements manufactured off site and brought in when needed.

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 frequently offer multiple benefits if its ecosystems are healthy.

The external amenity spaces and 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 suitable planting to promote biodiversity would be investigated through conditions.

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.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 66 cycle spaces.

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.

Overall subject to compliance with conditions, the proposal would include measures which can mitigate climate change. The proposal would have a good level of compliance with policies relating 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; it would provide affordable housing; maximise social interaction amongst residents;

promote interaction with the canal; promote regeneration; not harm the natural environment and reduce carbon emissions; through design. provide job opportunities for local people through the local labour agreement; 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 between the City Centre and East Manchester for pedestrians; provide access to services and facilities via sustainable transport; not have an adverse impacts on air quality, flood risk, noise or pollution and have no adverse contamination impacts; not impact on protected species; and regenerate previously developed land with limited ecological value.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

Response to Objectors Comments - The majority of objectors comments have been dealt with within the Report however the following is also noted:

The BRE assessment provides a useful starting point to assess daylight and sunlight impacts, the dense character of the City Centre generally means that most new residential development would not meet the BRE standards. Manchester has an identified housing need and the city centre is the most appropriate location for new development. It is necessary to take a balanced view on sunlight/daylight impacts. .

Standard target values are not normally adopted in a city centre. If they were applied rigidly, no development would take place in city centres. Therefore, the BRE Guide recognises this by permitting alternative' target values, for use in city centres.

The ADF assessment was based on plans which were obtained from property agents and lease details. The assessment is made based on the best information available and does not detract from the fact that any impacts do have to be assessed in relation to the context of the high density nature of the city centre location.

High density development within the City Centre is supported by policies within the Core Strategy.

The regeneration of the City Centre will inevitably impact on pedestrian routes due to temporary pavement closures but safe pedestrian routes are maintained. There are opportunities for residents to park on street. The site is highly sustainable and the level of parking is appropriate given the range of sustainable transport options.

The replacement trees would improve biodiversity and details would be secured via pre-commencement condition. A survey of below pavement on Store Street indicates a substantial amount of services in front of the property.

The visualisations have been prepared to the recognised standard and provide an accurate representation of the proposals.

The proposals have included considerable work on the construction of the building in order to ensure that there would be no harm caused to the structural integrity of the

listed aqueduct or the canal as a whole. The building can be safely erected without impacting on the integrity of adjoining canal structure.

A condition would preclude the use of the residential units as short term lets.

The Statement of Community Involvement reflects guidance in the Council's Statement of Community Involvement (2018) and guidance set out within the NPPF. A range of communication methods were used to provide information and ensure that people had the opportunity to provide their feedback, including: postcards sent to 624 nearby residents and businesses; a drop-in session for the public and ward councillors. A dedicated consultation website and project email address for feedback and enquiries. The information presented at the drop-in session included background on the site, the developers and the benefits of shared accommodation as well as artist impressions of the proposed development. Throughout the consultation drop-in session, the Applicant and members of the design team were on hand to talk people through the proposals and answer any questions. 16 people visited the drop-in session. The Statement of Community involvement includes a section responding to all comments raised during the Consultation and where feasible / appropriate how the scheme has evolved to respond to those comments.

Legal Agreement

It is recommended that the proposal would be subject to a legal agreement under section 106 of the Planning Act to secure a non-contributory commitment to delivering 20% shared ownership on site affordable housing as required for policy compliance. This would be secured at the levels which meet the affordability criteria for purchasers on Manchester's average income of £27k. The additional 80% would be secured as a condition of the grant from Homes England.

CONCLUSION

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 HS2 SRF's supports additional housing in this neighbourhood and the development would align with its overarching objectives of improving the attractiveness of the area to investment; improving physical connections and permeability; and increasing density to support sustainable growth and long term economic competitiveness. The proposal would fully align with and contribute to the process of fulfilling those objectives

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 development would provide a policy compliant 20% affordable housing and would meet the affordability criteria for purchasers in line with Manchester's average income and should, subject

to grant funding from Homes England deliver an additional 80% affordable shared ownership units

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 Grade II* Listed Aqueduct.

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 and 196 of the NPPF and that the harm is outweighed by the benefits of the development.

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 : **MINDED TO APPROVE** (subject to a legal agreement in respect of securing a non-contributory 20% shared ownership affordable housing on site (aligned with Manchester's average income level) provision within the development)

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.

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 ST-AHR-XX-XX-PL-A20-001 Rev A, ST-AHR-00-00-PL-A-90-002-Red Line Boundary Rev A and ST-AHR-XX-XX-PL-A20-002 Rev A;

(b) Dwgs ST-AHR-00-00-PL-A-20-001 Rev C, ST-AHR-00-01-PL-A-20-001 Rev 1, ST-AHR-00-02-PL-A-20-001 Rev 1, ST-AHR-00-03-PL-A-20-001 Rev 1, ST-AHR-00-04-PL-A-20-001 Rev 1, ST-AHR-00-05-PL-A-20-001 Rev 1, ST-AHR-00-06-PL-A-20-001 Rev 1, ST-AHR-00-07-PL-A-20-001 Rev 1, ST-AHR-00-08-PL-A-20-001 Rev 1, ST-AHR-00-09-PL-A-20-001 Rev 1, ST-AHR-00-10-PL-A-20-001 Rev 1, ST-AHR-00-11-PL-A-20-001 Rev 1 and ST-AHR-00-12-PL-A-20-001 Rev 1;

(c) ST-AHR-00-XX-PL-A-28-001 Rev C, ST-AHR-00-XX-PL-A-28-002 Rev C, ST-AHR-00-XX-PL-A-28-003 Rev C, ST-AHR-XX-XX-PL-A-20-101 Rev 1, ST-AHR-XX-XX-PL-A-20-102 Rev 1, ST-AHR-XX-XX-PL-A-20-103 Rev 1, ST-AHR-XX-XX-PL-A-20-104 Rev 1, ST-AHR-XX-XX-PL-A-20-105 Rev 1 and ST-AHR-XX-XX-PL-A-20-110 Rev B;

(d) Dwgs ST-WSP-00-01-DR-S-230101, ST-WSP-00-01-DR-S-230120, ST-WSP-00-02-DR-S-230101, ST-WSP-00-03-DR-S-230101, ST-WSP-00-04-DR-S-230101, ST-WSP-00-05-DR-S-230101, ST-WSP-00-06-DR-S-230101, ST-WSP-00-07-DR-S-230101(1), ST-WSP-00-07-DR-S-230101, ST-WSP-00-08-DR-S-230101, ST-WSP-00-09-DR-S-230101, ST-WSP-00-10-DR-S-230101, ST-WSP-00-GF-DR-S-130101, ST-WSP-00-RF-DR-S-270101, ST-WSP-00-RF-DR-S-270102, ST-WSP-00-XX-DR-S-280101, ST-WSP-00-XX-DR-S-903001, ST-WSP-00-ZZ-DR-S-160101, ST-WSP-00-ZZ-DR-S-160102, ST-WSP-00-ZZ-DR-S-160105, ST-WSP-00-ZZ-DR-S-200301, ST-WSP-00-ZZ-DR-S-200302, ST-WSP-00-ZZ-DR-S-200303, ST-WSP-00-ZZ-DR-S-200304, ST-WSP-00-ZZ-DR-S-200305, ST-WSP-00-ZZ-DR-S-200306, ST-WSP-00-ZZ-DR-S-200307, ST-WSP-00-ZZ-DR-S-200308, ST-WSP-00-ZZ-DR-S-200309, ST-WSP-00-0ZZ-DR-S-200320, ST-WSP-00-ZZ-DR-S-200321, ST-WSP-00-ZZ-DR-S-200322, ST-WSP-00-ZZ-DR-S-200901 and ST-WSP-00-ZZ-DR-S-200902;

(e) Dwgs ST-AHR-ZZ-ZZ-DR-L-0001 Rev 4, 0002 Rev 5, 0003 Rev 5, T-AHR-ZZ-ZZ-EL-L-0004 Rev 4, T-AHR-ZZ-ZZ-EL-L-0005 Rev 4 and ST-AHR-ZZ-ZZ-SE-L-0001 Rev 3;

(f) Targets, CO2 Reduction and Energy Efficiency Measures and recommendations within H2O Urban (No.2) LLP, Store Street Residential, Manchester, Energy Statement Rev 2, 11/02/2020 and H2O Urban (No.2) LLP, Store Street Residential, Manchester, Building Regulations Part L1A 2013 Compliance Report 11/02/2020 Rev 1;

(g) Store Street Residential Development, Waste Management Strategy by Curtins
Revision: V02 dated: 13 March 2020

(h) Offsite Landscaping Associated with Development of Land on Store Street
Statement stamped as received on 15-04-20

(i) Canal and Rivers Trust e-mail 22-07-20 (Adaptable Apartments);

(j) Recommendations in sections, 4, 5, and 6 of the Crime Impact Assessment
Version B dated 12/02/20; and

(k) AHR's Design and Access Statement ALD-AHR-SW-XX-RP-A-A3-PL001
stamped as received on 15-04-20 Sections 5.0, 5.10, 6.3 and 6.5.

(l) Land off Store Street Manchester , Archaeological Desk-Based, Assessment,
January 2020 by CFA;

(m) STORE STREET, MANCHESTER, Flood Risk Assessment and Drainage
Strategy by WSP dated February 2020;

(n) Air Quality Assessment Rev 1, Store Street by RPS dated 10 March 2020;

(o) Astbury, Pre-Construction, Signal Reception Impact Survey, Store Street,
Manchester , 10th December 2019 and mitigation measures set out within;

(p) Points 1-7 Highways in Canal and Rivers Trust e-mail dated 25-06-20; and

(q) Affordable Housing Statement from Clarion received on 12-08-20
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) (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) Submission of a Construction Environmental Management Plan (CEMP)
(Materials) to include details of the strategy for securing more efficient use of non-
renewable material resources and to reducing the lifecycle impact of materials used

in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) 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.

4) The demolition of any on site structures or removal of material from the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

5) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan to protect the Site of Biological Importance has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason - To ensure a satisfactory development delivered in accordance with the above plans pursuant to Section 170 of the NPPF 2019 and policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

6) 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 protect the principal aquifer and ensure that the presence of or the potential for any contaminated land and/or water pollution/groundwater pollution is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

7) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:- an archaeological watching brief
2. A programme for post investigation assessment to include:
- production of a final report on the investigation results
3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

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

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

Reason: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible

GMAAS will monitor the implementation of the recording on behalf of Manchester City Council.

8) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with the Canal and Rivers Trust which for the avoidance of doubt should include;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;
- *Details of measures to prevent materials, dust debris or any accidental spillages entering the waterway;
- *Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed fencing to be erected to safeguard the waterway infrastructure during site clearance / construction.

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

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

9) No development shall commence unless and until locations an a delivery programme for the off site mitigation planting as detailed in condition 2(h) (Offsite Landscaping Associated with Development of Land on Store Street Statement stamped as received on 15-04-20) has been submitted to and approved in writing by the City Council as local planning authority.

Reason

To ensure satisfactory mitigation for the removal of vegetation from the application site is provided pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

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 numbered Dwgs ST-AHR-ZZ-ZZ-DR-L-0001 Rev 4, 0002 Rev 5, 0003 Rev 5, T-AHR-ZZ-ZZ-EL-L-0004 Rev 4, T-AHR-ZZ-ZZ-EL-L-0005 Rev 4 and ST-AHR-ZZ-ZZ-SE-L-0001 Rev 3;

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 the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries;
- (b) 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);
- (c) 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 bricks and bird boxes to include input from a qualified ecologist.
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;
- (e) Street lighting around the site (which includes for consideration of older and disabled people);
- (f) A management and maintenance strategy for the external amenity areas;
- (g) Details of hours during which the terrace will be open to residents and the mechanisms which would prevent use outside of those hours;
- (h) A building cleaning schedule; and
- (i) Details of rebuild and / or repairs to the brick retaining wall on Store Street between the aqueduct walls.

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:

- o Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield runoff rates;
- o 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;
- o 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;
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS 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) The development hereby approved shall be carried out in accordance with the Targets, CO2 Reduction and Energy Efficiency Measures and recommendations within H20 Urban (No.2) LLP, Store Street Residential, Manchester, Energy Statement Rev 2, 11/02/2020 and H20 Urban (No2) LLP, Store Street Residential, Manchester, Building Regulations Part L1A 2013 Compliance Report 11/02/2020 Rev 1

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.

14) Prior to occupation 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.

15) Notwithstanding the recommendations and targets within the Store Street, Manchester, Noise Impact Assessment Report , 26756/NIA1, by Hann Tucker 12 February 2020, before the development commences the final scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent Presbar operation to include details of the window and ventilation specification shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and mitigation measures 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.

16) Notwithstanding the TV reception survey prepared by Astbury December 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

17) 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).

18) 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

19) 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.

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

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

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

21) The development hereby approved shall be carried out in accordance with the Store Street Residential Development, Interim Travel Plan
Curtins Ref: 71771-CUR-00-XX-RP-TP-002, Revision: V01, Dated: 17 January 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.

22) No part of the development shall be occupied unless and until details of a parking management strategy for residents who do not have a dedicated on site parking space, 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.

23) 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.

24) 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.

25) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 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: 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 area, 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 and to ensure the permanent retention of the accommodation for normal residential purposes

26) 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

27) 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

28) 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) Details of the materials, including natural stone or other high quality materials to be used for the footpath in front of the site on Store Street ; and

(b) Detailed designs in relation to site access including materials, layout, kerb heights, entry treatments, dropped kerbs with tactile pavers across any vehicle access to the site

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).

29) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 12/02/20. 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

30) Prior to the installation of any building lighting details of how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to an approved in writing by the City Council as Local Planning Authority.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

31) Prior to occupation of the development a strategy for vehicles servicing and accessing the building, 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).

32) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the hotel first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)).

33) 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 consideration of training for staff members, any signage that will be in place, any CCTV, lighting and rescue equipment (also public rescue equipment).

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

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: 126608/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:

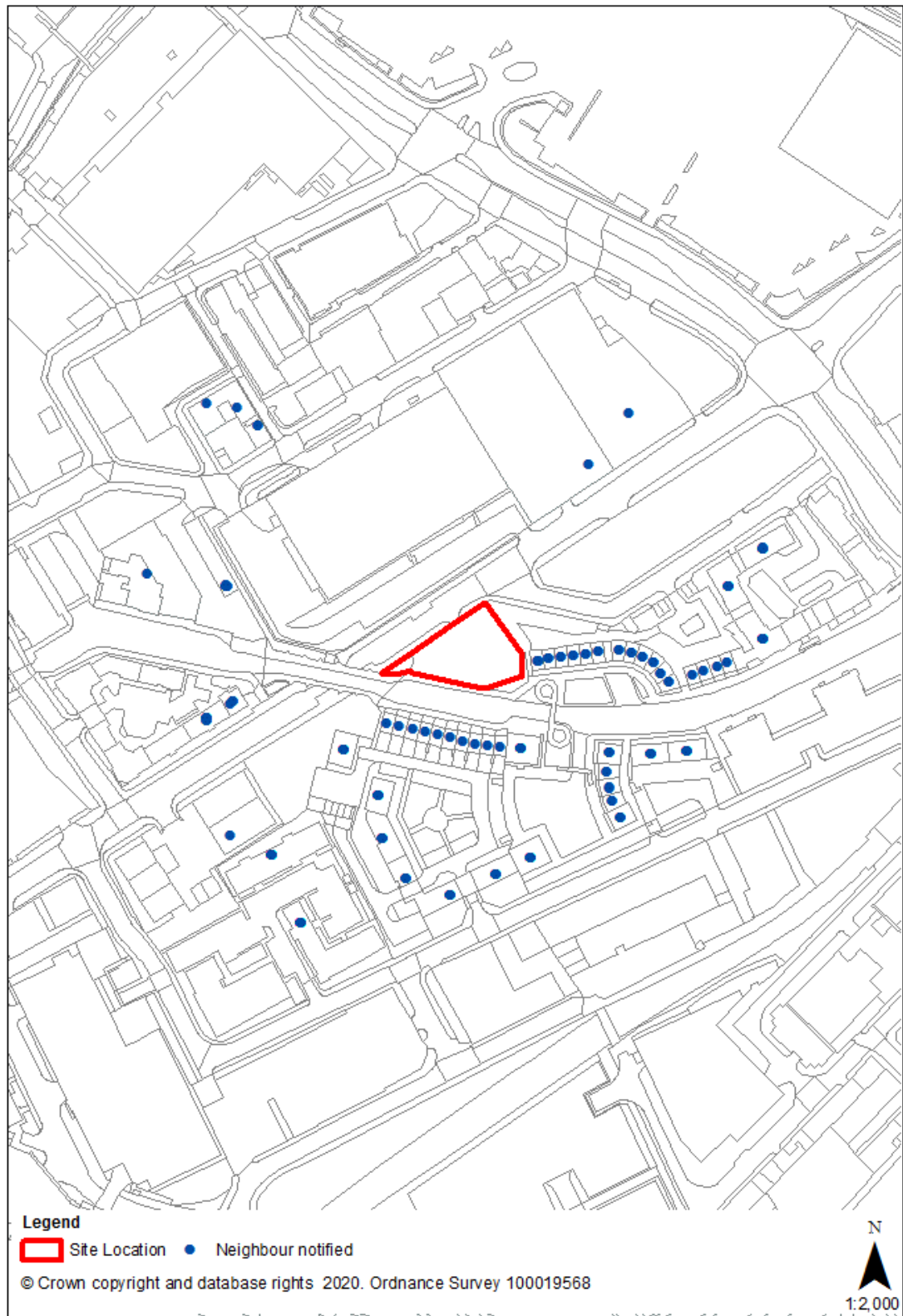
**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Oliver West (Sustainable Travel)
City Centre Renegeration**

**Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Piccadilly Village Residents Association
Manchester Water Safety Partnership
Work & Skills Team**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	a.leckie@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
125871/LL/2020	17th Feb 2020	27th Aug 2020	Piccadilly Ward

Proposal Demolition of 42, 44 and 46 Thomas Street (including 41, 43 and 45 Back Turner Street) to facilitate redevelopment of the wider site under extant planning permission and listed building consent ref: 113475/FO/2016 and 113476/LO/2016

Location 42 - 46 Thomas Street (including 41-45 Back Turner Street), Manchester, M4 1ER

Applicant Real Estate Investment (Thomas Street) Ltd, C/o Agent,

Agent Miss Hannah Payne, Indigo Planning, 8th Floor St James Tower , 7 Charlotte Street, Manchester, M1 4DZ

BACKGROUND

Planning permission and listed building consent were granted in August 2017 to develop a site bounded by Thomas Street, Kelvin Street and Back Turner Street. The scheme incorporated 7 Kelvin Street, a grade II listed building, but removed the 3 storey former weaver's cottages known as 42-46 Thomas Street (including 41, 43 and 45 Back Turner Street). 7 Kelvin Street is on the City Council's local Buildings at Risk list.

The Weavers Cottages were not then listed but they were considered to be non designated heritage assets. The impact of their loss was properly considered in the context of national and local planning policies. They have been heavily altered internally and much original fabric and character has been lost.





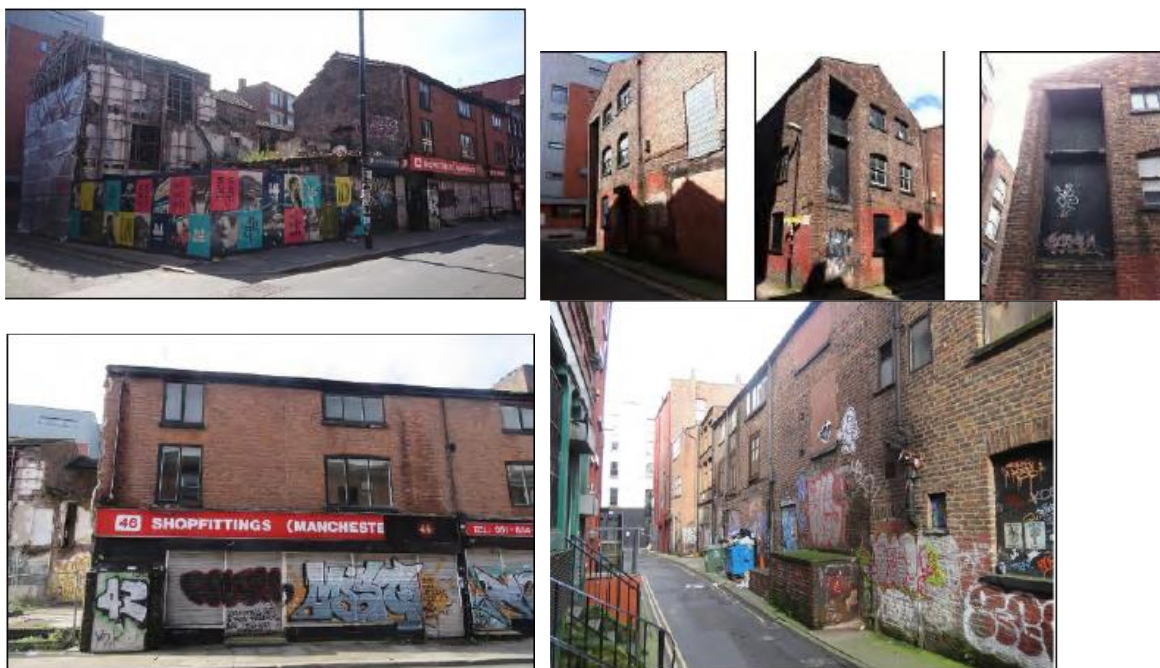
Images of approved 2017 scheme and 2017 site plan

The application approved the erection of a 4/5 storey building that retained and incorporated the Grade II Listed 7 Kelvin Street, to provide 20 dwellings, with active ground floor uses, following the demolition of numbers 42 to 46 Thomas Street (113475).

A related application for listed building consent approved alterations and repair and change of use of 7 Kelvin Street to 3 apartments as part of a 4/5 storey residential development (113476).

In July 2018, following the acquisition of the site, the Weavers cottages were designated as Grade II Listed. As such all remaining buildings on-site are now grade-II listed.

Applications to discharge pre-commencement conditions on the site have been submitted and are currently under consideration (CDN/20/0379 and CDN/20/0398).



Photos of current site condition

7 Kelvin Street, listed in 1994, has been comprehensively scaffolded, to ensure that it would not collapse, (illustrated above) in advance of the implementation of the consented development. The listing of 42-46 Thomas Street, means that the approved scheme cannot be implemented unless and until a separate listed building consent has been granted for the demolition of these buildings. If listed building consent is not granted, the benefits of the consented scheme (discussed later in the Report) could not be delivered.

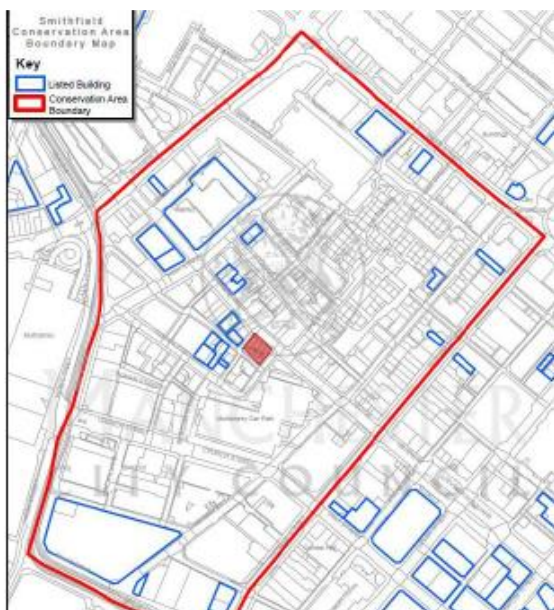
The approved scheme supported GM Strategy's key growth priorities by delivering housing for the growing economy and population and promoted sustainable economic growth. It would regenerate a brownfield site with a scheme responsive to its context.

The scale and massing would not cause substantial harm to the character of the Smithfield Conservation Area or the setting of adjacent listed buildings; Street-frontages would be enclosed and the design would complement the vertical rhythms of buildings within the immediate area. The scheme would add activity and vitality to the area and would reintegrate the site into its urban context, reinforcing the character of the streetscape;

Conditions attached to the consents required structural condition and historical surveys and recording to be undertaken. The applicant has struggled to find relevant professionals prepared to enter the listed building to carry out the works, owing to their dilapidated condition, which delayed the start on site. 42-46 Thomas Street were listed prior to discharge of conditions and the demolition taking place.

DESCRIPTION OF SITE AND PROPOSALS.

The application site is the same as the 2017 consents. However the principle matter for consideration now is the demolition of 42-46 Thomas Street to allow for the 2017 consents to be implemented. The principle of redevelopment has already been considered acceptable. In the Report, any reference to the wider Development Site refers to the 2017 consents rather than just the newly listed 42-46 to which this application specifically relates. The wider Site is occupied by a collection of buildings, forming half a city block owned by the applicant. The properties lie within the Smithfield Conservation Area.



The following listed buildings are part of the setting of the site: 31-35 Thomas Street: Grade II; 36 and 38 Back Turner Street: Grade II; 40 and 42 Back Turner Street: Grade II; 1 Kelvin Street: Grade II; and 30 and 35 Turner Street : Grade II;

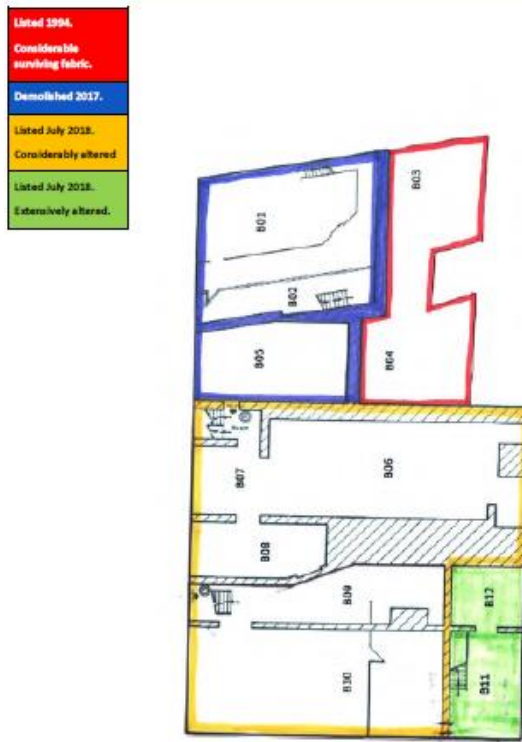
42/46 Thomas Street were constructed as workshop/dwellings in the late 18C and were part of a pair of three storey, single fronted red brick houses. The principle reason given for the 2017 listing was the typology of the property and its historic, rather than architectural, significance.

Whilst the origins of the building group have been obscured by significant change to their elevations and plan form, they do retain some historic fabric and spatial elements of their late 18th Century Fabric.

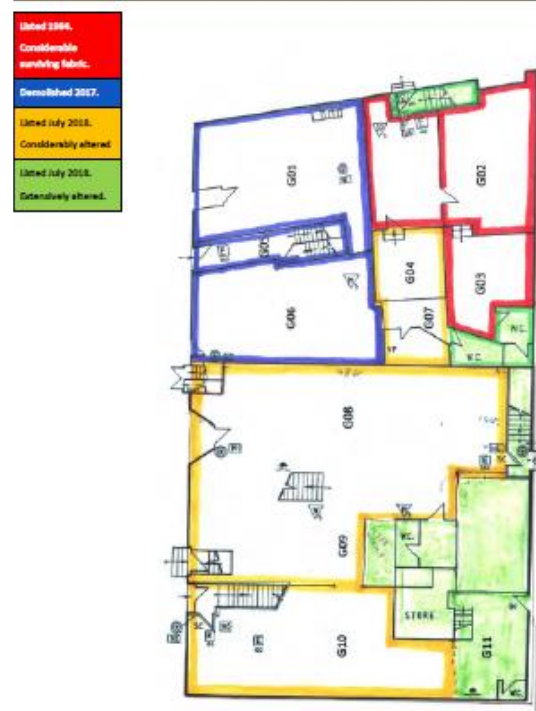
On Thomas Street there is a modern ground floor shopfront with wide, off centred upper storey windows. The buildings on Back Turner Street were once separate to those on Thomas Street and residential windows are evident. The ground floor has been altered and there is limited evidence of the historical use along Back Turner Street. Brickwork patching has occurred over time. Whilst 42-46 retain some original fabric and spatial elements, 41-45 Back Turner Street have been substantially altered internally both to open the former one-room deep dwellings into the former retail unit at 42-46 Thomas Street and laterally by alterations to create a single business unit, obscuring the plan form and removing the basement access.

The elevations have been altered with windows removed and openings blocked with modern brick. The alterations to the internal layouts to suit occupier requirements, have been detrimental to the historic and architectural value of the building group. The properties have become interwoven to accommodate a single user and there is now little internally of significant historic interest. More recently, the retail use was extended from Thomas Street to Back Turner Street, removing any signs of the original courtyards or separation. The upper levels were used for storage and there are networks of small-interlinked rooms connected by staircases with level changes. The floors are at different levels with different forms of constructions.

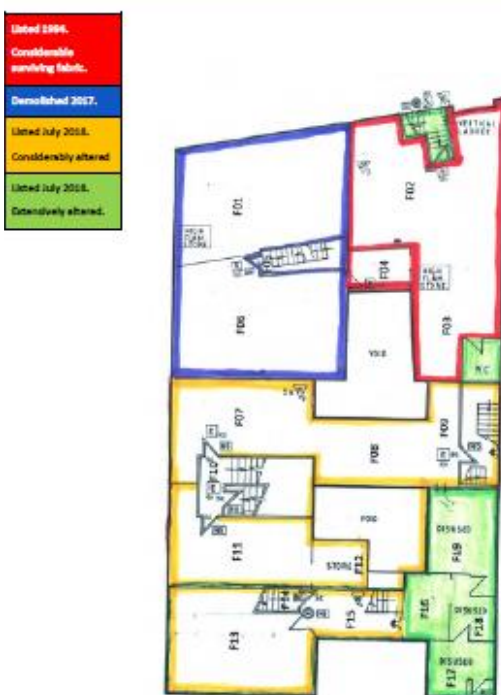
Plans below illustrate the levels of alteration as recorded within the submitted Heritage Assessment that have taken place to the buildings within the site with 42-46 at the bottom of the images (yellow areas indicate considerable alteration).



Basement



Ground Floor



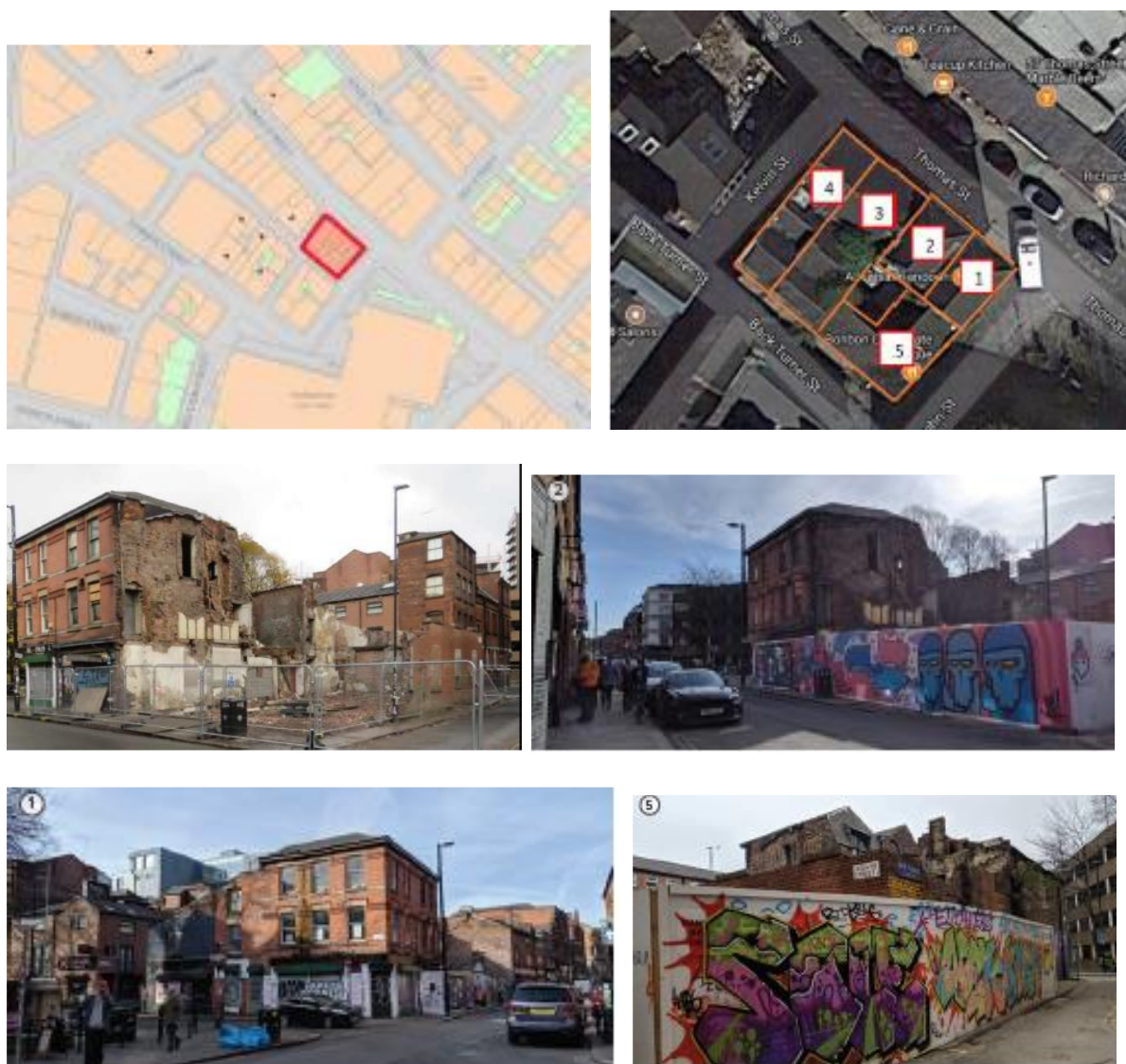
First Floor



Second Floor

Thomas Street contains a diverse mix of building types from Georgian buildings to Victorian weaver's cottages. Back Turner Street has a mix of back elevations, derelict buildings and bars.

The adjacent site bounded by Thomas Street, John Street, Back Turner Street and Kelvin Street includes a partially cleared site, 52 – 58 Thomas Street and 9 John Street. 52 and 54 Thomas Street were identified as being at risk in September 2018 and were partially demolished to make them safe. Parts of the site are boarded up and Kelvin Street is temporarily closed for safety reasons. That site's current condition is shown below.



There are a variety of uses nearby including: digital, media and technology-based companies; creative and cultural industries; homes; traditional offices, hotels and serviced apartments, retail units and independent bars and restaurants.

There is a lot of pedestrian activity on Thomas Street and it is a focus of much activity within the Northern Quarter. It has been designated as a main corridor of

pedestrian and cycle movement. The deteriorating condition of this site forms the backdrop to this key city centre space with outside seating for bars and cafes.



The site has a detrimental impact on the character of the Smithfield Conservation Area and the setting of listed buildings at 7 Kelvin Street, 42-46 Thomas Street and those adjacent. These impacts are compounded by the condition of the adjacent site such that this part of the Conservation Area has a poor quality environment with a feeling of deteriorating quality, characterised by semi-dereliction and blight. It is clearly in need of significant investment. This negative impact has become even more conspicuous during the City's emergence from Covid -19.

Consent to demolish the now Grade II Listed buildings at 42-46 Thomas Street would enable the consented scheme to be developed and any consent would sit alongside existing consents. However, it would not allow the buildings to be demolished independently.

The design of the proposal and its impact on the character of the Smithfield Conservation Area and the setting and character of the grade II 7 Kelvin Street have been accepted through the previous approval. This is relevant to this current proposal as they need to be considered as part of the planning balance in relation to the loss of the now listed building.

A series of Viability Assessments were prepared when the buildings were listed. This approach has subsequently been agreed as appropriate to support any case for the demolition of these buildings during pre-application discussions. These assessments examined alternative development options including the approved scheme, and the repair and restoration of the surviving buildings with a rebuild of the previously demolished elements. It also assessed façade retention with increased scale and massing and additional storeys above. The viability of these options has been assessed and in each scenario has concluded that the only development considered viable by the applicant is the consented scheme which would require the demolition of 42-46 Thomas Street.

In support of the application the applicants have stated that the delivery of the wider Development would facilitate:

- The current permission lapses in August 2020 with no viable option currently available. The applicants remain committed to this development including the retention of 7 Kelvin Street with funding in place; (Under section 93A of the Town and Country Planning Act 1990, unimplemented planning permissions with time limits for implementation which were due to lapse between 19 August 2020 (when the provisions came into force) and 31 December 2020 are now extended to 1 May 2021);
- The proposal will provide retail / restaurant floorspace, contributing to the lively character of Thomas Street. The scheme will contribute positively to the vitality and viability of Thomas Street by providing active uses, creating a dynamic, safe environment consistent with the Northern Quarter's character and mix of uses. It would encourage footfall, activity at ground floor, diversify mix of uses and contribute to local economy. The retention of the building could not deliver equivalent benefits.
- Approval is crucial to the retention and sensitive restoration of the Grade II listed No. 7 Kelvin Street. Redevelopment of the site will generate the funds to deliver the works to 7 Kelvin Street which is the most significant building on site from a heritage perspective as a rare example of an early small-scale warehouse. Substantial investment is required and its retention and refurbishment would not be realised without delivery of the wider proposal.
- The viability of the wider redevelopment scheme is constrained which has guided the developer to promote a scheme that largely introduces a new,

modestly scaled buildings, retaining the Grade II listed 7 Kelvin Street. The refurbishment of 42-46 Thomas Street was found previously unviable and this position has been exacerbated since permission was granted. The funds necessary to deliver the scheme would not be realised as part of an alternative proposal which retains the newly listed group which would undermine the future of 7 Kelvin Street.

- A new owner or tenant could not generate sufficient income or funding to repair, retain and operate the existing buildings for retail, commercial and/or residential uses. Without the current proposal the site will deteriorate further bringing the future of 7 Kelvin Street into jeopardy.
- The contribution of the scheme to the conservation area and the preservation and restoration of 7 Kelvin Street will outweigh the strong presumption in favour of retaining 42- 46 Thomas Street. The implementation of the consented scheme would bring this part of the conservation area back into positive, beneficial use and would outweigh the harm to the heritage value of the identified heritage assets.
- The need to resolve the negative impact of this derelict site and the erosion of the fabric and heritage value of 7 Kelvin Street and the character and appearance of the Smithfield Conservation Area remain valid. The loss of 42-46 Thomas Street and 41-45 Back Turner Street as components of the streetscape and conservation area was accepted as necessary to deliver the approved scheme in August 2017 even accepting the same extent of loss of historic fabric as is now proposed.
- The proposal would sustain and enhance the significance of the adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 194 of the NPPF.
- Throughout the process of bringing forward development on this site we have demonstrated our commitment to delivering a high quality, design led development on the site. We remain fully committed to delivering the consent which we successfully secured. We have obviously considered a multitude of options since the point where the situation changed in terms of the listing status and if there was a more viable solution we would have pursued it. The fact is, that there simply isn't one. The Development Team remain committed to delivering the project because we feel that it will enhance the streetscape and will make a positive contribution to the area. We have hopefully further demonstrated our commitment to delivering on the proposals by continuing to endeavour to discharge the pre commencement planning conditions associated with the original consent, whilst incurring significant additional costs despite the uncertainty of the situation.
- They are eager to demonstrate their commitment to delivering the project as soon as we are able, and aim to commence on site by the end of this year.
- We are a Manchester based company with strong roots to the City and the Northern Quarter area. There has therefore been a frustration that they have

been unable to deliver on the plans that were set out but we are hopeful of being able to put that right and providing a scheme that everyone can be proud of.

- Overall the scheme represents sustainable development, by virtue of the identified specific economic, social and environmental benefits as follows:

Social benefits

The scheme would deliver the following social benefits:

- 20 new homes of varying sizes and boost the supply of housing;
- Deliver a policy-compliant end use on a site which is in danger of falling into further dereliction and disuse;
- Facilitate the provision of homes for private sale and comply with NPPF requirement to provide mixed communities and housing choice;
- The vacant site could lead to illicit activities, attracting anti-social behaviour causing problems to existing businesses and residents close to the site and discourages further investment; and
- Ground floor retail / leisure uses which create places for meeting and enjoyment which in turn promote social activity and inclusion.

Economic benefits

The scheme will deliver the following economic benefits

- Jobs would be created during the construction phase;
- The homes would drive sustainable economic growth and regeneration;
- There would be links to a range of employment opportunities including the independent commercial occupiers of the Northern Quarter;
- Provision of small-scale retail and restaurant floorspace which will encourage future investment in the area;
- Jobs within the ground floor uses promote vibrancy of the Northern Quarter and City Centre;
- Support for commercial, retail and leisure operators through increased spending from residents in accordance with the NPPF which welcomes mixed use developments and wider opportunities for growth.

Environmental benefits

The scheme will deliver the following environmental benefits:

- Arrest further deterioration and regenerate the wider site bringing the redundant site back in to positive use;
- Retain and restore the Grade II listed No. 7 Kelvin Street;
- Significantly improve the environment and visual quality of the site which detracts from the streetscene and conservation area;
- Make a positive contribution to local character and distinctiveness;
- Positive visual benefit to the Conservation Area;

- High quality design which will result in a significant improvements to the street scene;
- Promotion of urban vitality and place enhancements.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified of the applications. The development was advertised in the local press as affecting a Listed Building and affecting a conservation area. 8 letters of objection have been submitted and 5 letter of support have been received. The basis of the objections is summarised below as follows:

- Adverse impact on the character of the conservation area;
- Would take away part of the Northern Quarter, and Manchester's, unique heritage and drastically alter the fabric of one of Manchester's most historical, cultural and important areas;
- People have found use for these buildings for 250 years, there is no good reason to pull these down other than sheer profiteering;
- Recently numerous buildings have been abandoned in the NQ, and then ultimately knocked down - often in "emergency demolitions" once they have reached a suitably dilapidated and dangerous state and any demolition on this basis should not be supported;
- A long-standing business was evicted to facilitate this demolition;
- These are such important examples of our built heritage that need to be kept for future generations. It is time to stop smashing away Manchester's historic buildings bit by bit;
- It is clear that these plans go against recommendations from Historic England and do not support the local area. Please respect Historic England's Grade 2 listed buildings;
- Many other places have no sense of place and past, they could be any modern a city scape. Quirky old buildings interspersed with complimentary new is what marks Manchester as having a heart. If there is not enough of this there is much less value in the new. The saving of old buildings is about cherishing ourselves. I accept it may not be viable for the developers for the present scheme. Leave it 5 years and the land value will be such it will suddenly be economic to develop a scheme incorporating the cottages and being more attractive to live in because of it (they would likely be restaurant/social use anyway).

The letters of support are summarised as follow:

- As a local architect we have great pride in the area we live and work, and we are pleased to see the development moving forward. We appreciate the difficulties involved with this site and see its viability is compromised by the retention of 42-46 Thomas Street. As a practice we support the development and the improvement it will bring to Thomas Street and the wider area.

- Our two businesses both back on to this proposed development. From the initial designs we have offered positive feedback that this will hopefully improve an area that has been derelict / neglected for some time and the designs look good and in-keeping with the Northern Quarter.
- I fully support the move forwards for the development which I hope will help move the Northern Quarter forward by providing a mixture of modern and refurbished accommodation in this ever evolving City.
- As owners of the adjacent property, our tenant's businesses (7), and those of our immediate neighbours have been badly affected by the on-going situation at 42-46 Thomas St. The semi-demolished state of the building is very off-putting to potential customers of the various bars, cafes, galleries, etc., in the street. We have also noticed, since the partial demolition, a marked increase in the number of rats, a problem not previously encountered. We now are also finding that the general run-down appearance has begun to attract some very undesirable behaviour to the Back Turner St Area and it is essential that the impasse over the said development is resolved quickly.
- I can see nothing but good for the Thomas St business community & residents if this application is approved.
- I'm a long standing business on the street and have just had enough of looking at a pile of rubble every day and the negative problems it brings to the neighbourhood. Please can we have the go ahead for the development on Thomas Street

An objection has also been received a **Local Residents Group – the Northern Quarter Forum** on the following basis:

The buildings have been granted Grade 2 listing status and to give permission for them to be demolished would be making a mockery of Heritage England. They have been officially recognised as being of special interest and once lost these buildings cannot be replaced, they represent a finite resource and irreplaceable asset to our neighbourhood.

The Council have declared a Climate Emergency and the committee should take into account that preservation of buildings is of utmost importance. New construction is responsible for 40% of carbon emissions.

The developer must have a more innovative & radical approach to address this by renovating the existing structures. Conservation is inherently environmentally sustainable.

After the buildings were listed we were invited to look round the site. It was not dangerous and we thought it had great potential. It was in fact occupied until the developer purchased it. The Developer took the commercial risks associated with buying buildings of this age which include, the listing of buildings such as these.

The developer claims that it is not viable to develop the site without demolition, that I'm afraid to say is a consequence of property speculation and in this case they speculated unwisely and now they expect the community to pay the historic cost of their mistake.

This site is in a Conservation area, in an area of historic character and if the

demolition is allowed it will set a precedent for future developments. There are no exceptional reasons why these buildings cannot be retained in their original or a reasonably modified form. These buildings can have a new lease of life through sympathetic conversion offering potential and exciting challenges to produce imaginative and interesting places to work or live. We strongly object to this application.

Ward Members

Cllr Wheeler: The buildings concerned are Grade 2 listed. We should not be demolishing listed buildings. The buildings are salvageable according to the developers' own assessment, albeit at a considerable cost. If the developer does not feel the project is economical, they are free to sell the site to another entity.

If they would incur a loss on this sale from their purchase price, that is why they call it speculation. I'm sorry they paid too much for the site, but that isn't really isn't sufficient reason for Piccadilly Ward residents to lose heritage assets.

This demolition proposal should be rejected so the developers have clarity on their situation and can reassess their proposals on that basis.

Cllr Connor Lyons: Objects on the basis that the application relates to the demolition of the listed building. Manchester Council has a duty to protect listed buildings, not to protect the profits of developers who have bought buildings which become listed and approved as heritage assets by Historic England, to then complain about loss of profit. This will affect the conservation area which this building sits and would create a dangerous precedent in the Northern Quarter for other listed buildings. The Council should join me as the local Councillor and reject this application, sending a message to developers and those people who own these buildings that allowing them to crumble will not pay off financially, if you want to make your money in this city you need to also help protect our Mancunian Industrial Heritage.

Manchester Conservation Areas and Historic Buildings Panel – Have not been consulted on this application but had previously commented on the 2017 scheme and in relation to the proposed demolition of the former Weavers Cottages on the wider Development Site: In terms of this current proposal the following points from those comments are of relevance

They were concerned over the precedent that the demolition would set and proposals for similar characterful buildings will come forward which would further erode the character of the Conservation Area. Removing surviving buildings was misguided and the buildings retain a lot of their character and historic detailing such as hoists, brickwork details, mullions and gutters that should be retained and incorporated into the development.

The buildings have immense group value and are non-designated heritage assets and make a significant contribution to the Northern Quarter and were perhaps of listable quality. They felt that little justification had been provided for demolition in terms of the NPPF the proposals to demolish the buildings would be harmful and other options should be explored that retain these assets. They were not convinced by the viability arguments and felt that there was just as much value in retaining and converting the existing buildings into a successful mix of residential and commercial.

Historic England – Have objected on heritage grounds as the application has not sufficiently met the requirements of paragraph 194 of the NPPF or all of the tests set out in paragraph 195 and a clear and convincing justification has not been made for substantial harm to 42-46 Thomas Street. The Local Planning Authority should ‘bear in mind the statutory duty of section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas’.

The Northern Quarter was a focus for industry, including the textile trade and was often carried out in workers’ cottages, which were three stories in height with the open plan top floor used for weaving, with windows larger and longer than other floors. Their form was influenced by rural Lancashire weaver’s cottages, as architectural influences were mostly local. They were built on their own or as pairs, reflecting the more modest scale of industry and the vertical brick joints on buildings are evidence of this. These buildings are examples of workers’ cottages and the grade II listed buildings reflects their historic interest.

The remaining pockets of 18th Century buildings in the Northern Quarter are collectively important, reflecting the critical mass from which the city grew; a number of other workers’ cottages are also listed, reflecting this significance. The goods produced by local weavers required storage and the modest, brick built, Grade II listed, 7 Kelvin Street is a late 18th or early 19th century small warehouse built to hold produce before sale and/or transit out of the city. It is an important forerunner to the spectacular and opulent Manchester warehouses.

By the mid 19th century the factory system dominated the textile industry and the workers’ cottages were converted to uses such as shops, adapting to the changing character of the Northern Quarter which developed as an area with a range of architectural forms and uses, many still linked to the cotton trade such as draperies.

The importance of the cotton trade, and associated trades, to Britain cannot be overstated; the early workers’ cottages, from which Manchester developed, are of national, not just local, importance and the surviving pockets of 18th century development in the city collectively tells the story of its origins and influence. This is recognised in the Northern Quarter’s inclusion in the Smithfield Conservation Area and includes a number of listed buildings linked to this important period of time.

They note that the total demolition of the Thomas Street buildings would result in the removal of all evidence of the three storey workers’ cottages which would result in total loss of significance and therefore cause substantial harm to the listed buildings and the following points:

The workers’ cottages add positively to the architectural and historic interest of the Smithfield Conservation Area, as an example of the early development of the area in the 18th century, which has been largely replaced in the 19th and 20th century. The loss of the buildings would therefore cause a low level of harm to the surrounding conservation area.

The setting 7 Kelvin Street derives some significance through its relationship with the listed workers’ cottages, as they provide the context for the need for the

warehouse. The loss of the cottages would impact on the contribution setting makes to significance as well as the group value, causing some harm to the 7 Kelvin Street. However, they also note that they have advised previously that the reuse of this building was a positive of the earlier permitted proposals.

They state that the application seeks to make a distinction between 42-46 Thomas Street as Grade II listed buildings and the Grade II listed 7 Kelvin Street but point out that the some legislation relates to both, applying equally. Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that 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 66 of the Act repeats the requirement for having “special regard” when considering whether to grant planning permission; and that Section 72 of the Act sets out that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area.

They also note the following in terms of the National Policy context:

The revised National Planning Policy Framework (NPPF) sets out in 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 desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that 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 clarify 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.

Most importantly for this application paragraph 195 sets out where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site;
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

- d. the harm or loss is outweighed by the benefit of bringing the site back into use

Paragraph 200 sets out that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance.

Section 12 of the NPPF details how well designed places should be achieved, including that decisions should ensure that developments will function well and add to the overall quality of the area and be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. They should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

In the context of the above they set out the following basis for their current objection:

The total demolition of 42-46 Thomas Street (including 41,43 & 45 Back Turner Street) would cause substantial harm to the Grade II listed buildings and therefore the application should be considered against paragraph 195 of the National Planning Policy Framework. The tests in paragraph 195 are structured to determine whether or not alternative solutions exist for the redevelopment of the site as legislation and the planning system is set up to protect heritage assets, setting out that great weight should be given to an asset's conservation; that the loss of a Grade II listed building should be exceptional and that any harm to an asset requires a clear and convincing justification and note the following:

The first test is that nature of the heritage asset prevents all reasonable uses of the site. They have reviewed the structural surveys submitted to address this point and have visited the site with HE's Structural Surveyor and have concluded that the buildings are physically capable of repair. They note that the buildings are clearly in a poor state of repair due to a lack of maintenance, however, they are of the opinion that the structural defects observed during the visit could be repaired using standard techniques; this includes the crack in the wall which linked to the, now demolished, adjacent buildings. The majority of water ingress is apparent at ground floor level where the shallow pitched roof is defective. Where the internal wall finishes are water damaged, it is most likely due to defective rainwater goods allowing water to run down the external face of the wall. There is little water ingress at upper floors suggesting the roof is in a better condition than originally thought. They therefore cannot accept the argument that the 'nature of the heritage asset prevents all reasonable uses of the site.

A further test is to demonstrate that no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation. The aim of this exercise is to demonstrate that the issues identified are intrinsic to the site, not the result of the current owners own preferred way of addressing matters. No evidence is provided regarding the marketing of the building and therefore this test has not been met. A viability report has been submitted in support of the application; its methodology is sound and the figures produced seem reasonable, however we do not agree with using the value of the land prior to listing of Thomas Street as it should be based on the present situation. Notwithstanding this, the figures provided suggest that viability of the site is questionable. We recommend that the Council has the report reviewed by external professionals for

further assurance on this matter. We are also concerned with the limited number of options considered in the viability report and that it does not provide persuasive evidence that there isn't an alternative use for the site. They recommend that this element is also reviewed by the Council's advisors.

Paragraph 195 also requires evidence that conservation by grant-funding or some form of not-for-profit, charitable or public ownership is demonstrably not possible. Whilst high level consideration has been given to this point, it has not been considered in detail and we would expect this to be challenged more deeply, reviewing the individual funding streams and not just whether the permitted scheme would attract funding, but the site itself.

The final point to demonstrate is that the harm or loss is outweighed by the benefit of bringing the site back into use. The stated aim of this listed building consent is to gain consent for the demolition of 42 - 46 Thomas Street to facilitate the permitted redevelopment scheme to be built; as such the submission stresses that the planning balance has already occurred and been found in favour of the development. However, this argument does not recognise that the site's status has fundamentally changed with the listing of 42 to 46 Thomas Street as buildings of national importance. Planning permission was previously granted on the basis of these buildings being undesignated heritage assets: their planning status has fundamentally changed since this decision was taken and any balancing exercise now needs to relate specifically to the application currently under consideration.

They consider that the application has not sufficiently met all of the tests set out in paragraph 195 of the National Planning Policy Framework and a clear and convincing justification has not been made for to the total demolition of 42-46 Thomas Street. They therefore object to the application in its current form.

They have advised that should members be minded to grant consent for the application in its current form, in light of their objection we should treat their objection as a request to notify the Secretary of State of this application, in order or them to determine whether to call in the decision for their determination.

Following the completion of an independent analysis of the Viability Assessment Historic England maintain their objection on the basis that the options looked at are limited in scope and have not convinced them that there is no alternative use for the site or that there is no viable re-use for 42-46 Thomas Street. The Viability Reports do not make any adjustments for Covid-19 and marginal viability of the 2017 scheme leads to risk that the proposal might not be achievable.

If Members are minded to recommend approval any consent should be conditional on their being no loss of any building until the redevelopment was certain.

Georgian Society –Note that they were not consulted on the original application. As one of the Georgian Group objectives is to save from destruction or disfigurement Georgian buildings, whether individually or as part of a group and, where necessary, encourage their appropriate repair or restoration they strongly object to the loss of Georgian heritage, especially when it is listed.

They also note the following:

- Since the extant planning permission was granted, 42, 44 and 46 Thomas Street (including 41, 43 and 45 Back Turner Street) have been listed.

- The documents provided disagree strongly with listing in 2018; whilst they didn't oppose the 2016 scheme that was granted planning permission. These buildings have historic and architectural merit and are important as contributors to Manchester's pre-eminence as the world's first industrial city, providing unique contextual evidence of the origins of industry in Manchester based on domestic scale manufacturing. They are architecturally important for their local distinctiveness as urban workshop dwellings and for their rarity as surviving examples of this type of building in Manchester, and including single-depth examples on Back Turner Street. The buildings were very recently listed, despite the existing planning permission;
- The proposed works would adversely affect the character and special architectural and historic interest of the listed building and would cause substantial harm contrary to paragraph 195/196 the NPPF 2019;
- In line with Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in assessing the proposals, special regard should be given to the desirability of preserving the listed building, its setting and any of its features of special architectural or historic interest.

As a result consent should not be given in this instance.

Greater Manchester Ecology Unit – Have no objections subject to a condition relating to the provision of nesting boxes and a requirement for further survey work in relation to bats should the demolition be delayed beyond April 2021

Greater Manchester Archaeology Unit (GMAAS) – Have recommended that prior to any commencement of any demolition or soft-strip a suitably qualified and experienced archaeological contractor is appointed and commissioned to undertake a HE level 4 archaeological building survey followed by an intra soft-strip/ demolition watching brief in line with an agreed Written Scheme of Investigation (WSI).

ISSUES

Local Development Framework

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") which 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's future development. The proposal has been considered in the context of the following Core Strategy Policies SP1, CC9, EN1, EN3, and DM1.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The following saved UDP policies DC18, DC19.1, DC20 are relevant.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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 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 on balance 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 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 122 - 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 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 131 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) – The demolition of the listed buildings would facilitate the delivery of city living. It would be close to sustainable transport and would enhance the built environment, create a well-designed place and reduce the need to travel.

The proposal would allow an underutilised site to be developed and create employment during construction and permanent employment in the commercial units. This would help to build a strong economy and assist economic growth. The development would contribute to the local economy as residents use local facilities

and services. On balance the development of the site would enhance the built and natural environment and create a well designed place that would enhance and create character and would create a neighbourhood where people choose to be.

NPPF Section 2 (Ensuring the Vitality of Town Centres) and Core Strategy Policies SP 1 (Spatial Principles) and CC4 (Visitors, Culture and Leisure) - The Regional Centre is the focus for economic and commercial development, leisure and cultural activity and high quality city living. The development would help to make the City Centre competitive and encourage economic activity. It would help to create a neighbourhood which would attract and retain a diverse labour market in a well-connected location and therefore would assist sustained economic growth.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal would help to create 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.

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 easily accessible for pedestrians and cyclists, and by a range of transport options. Metrolink stops at Market St, Shudehill and Exchange Square, Victoria and Piccadilly Train Stations and Shudehill and Piccadilly Garden exchanges are all nearby. The proposal would facilitate a development which would contribute to wider sustainability and health objectives and help to connect residents to jobs, local facilities and open space.

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 H8 (Affordable Housing) and Policy CC10 A Place of Everyone - The proposal would facilitate the delivery of housing in a sustainable location within part of the City Centre identified as a key location for residential development. It would facilitate an effective and efficient use of land to provide homes within an area identified for housing growth. This is a previously developed site and the development would contribute to the ambition that 90% of new housing should be on brownfield sites. It would on balance have a positive impact on the area and provide accommodation which would meet different household needs.

Housing is required in locations that would support and sustain Manchester's growing economy. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 32,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy.

A Viability Appraisal demonstrates that alternative proposals for the wider Site which include the retention and conversion of the building or the retention of the buildings facades would not be viable and in any event would involve significant alteration of the building or unacceptable impacts on the character and setting of the Conservation Area and the Grade II Listed 7 Kelvin Street and other nearby listed buildings. This is discussed in more detail below.

It will be necessary to support economic development post the current crisis and investment is required in locations that would support and sustain this growth. The commercial units within the wider development would complement the existing mix of uses.

NPPF Sections 7 (Requiring Good Design) and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - This would facilitate a wider high quality scheme would on balance contribute positively to sustainability and place making and would bring significant regeneration benefits.

The wider Development proposals would enhance the character of the area when compared with the current site condition. The new build elements would respond positively at street level and improve legibility within the Northern Quarter. In the context of this application members are only required to consider this in terms of the local and national policy requirements as set out below.

The applicant has sought to demonstrate that the substantial benefits which would be derived from the delivery of the wider development can only be delivered if the demolition of those buildings is supported. This is discussed later in this report.

On balance the delivery of the wider development would contribute positively to sustainability and place making and would bring significant regeneration benefits.

In terms of the NPPF the following should also be noted:

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

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

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.

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 201 points out that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. It states that the loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

The proposal would facilitate the redevelopment of an underutilised site which in its current condition makes a limited contribution to the townscape and has a negative impact on the setting of designated and character of non designated heritage assets.

The wholesale loss of the buildings on the site would result in substantial harm in heritage terms and the proposal needs to meet one of the 2 sets of tests within paragraph 195 of the NPPF. Officers are of the view that the demolition, would for reasons set out in more detail below facilitate the delivery of substantial public benefits including heritage and regeneration benefits from the delivery of the wider site and that this would in this particular instance outweigh that loss.

The loss of the Heritage Asset also needs to be balanced against the delivery of a scheme that would facilitate the restoration of 7 Kelvin Street and the negative impact that the vacancy and degree of dereliction of the site has on the quality of the physical and visual environment in the Northern Quarter.

In supporting the demolition of 42-46 Thomas Street as part of the 2017 approvals, the level of harm was identified at the higher end of the spectrum of less than substantial harm. This is a high test to overcome. The evaluation of the case to support additional 'harm' on the basis of the listing needs to acknowledge this.

The planning judgement was that the public benefits outweighed that higher level of less than substantial harm. As a result of the listing, the level of harm would now be substantial. The site has continued to deteriorate and the public benefit which would be derived from facilitating the wider Development through the demolition is considered to be significant and the circumstances are, in relation to paragraph 194 of the NPPF, 'exceptional'.

The demolition would result in less than substantial harm to the character of the Conservation Area as a whole which needs to be weighed against the public benefits as set out in paragraph 196 of the NPPF.

Owing to the fragmented character of the street block of which it forms part, the impact on the setting of the adjacent listed building (7 Kelvin Street) would be less than substantial and this harm also needs to be weighed against the public benefits as set out in paragraph 196 of the NPPF.

A series of option assessments have considered the retention of all or some of 42-46 Thomas Street. . This would require significant internal and external refurbishment, and structural alterations to bring it back into use. The building layout reduces its attractiveness to potential occupiers. The proposal would facilitate offers a good quality design which would enhance the character of the area and the image of Manchester.

The positive aspects of the proposals and the justification for the level of harm and compliance with local and national policies relating to Heritage Assets are discussed in more detail below.

Saved UDP Policy DC20 (Archaeology) - - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest. A condition is recommended for a Level 4 recording of the building.

NPPF Section 10 (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) – This is a highly sustainable location. An Energy Statement (EESS) submitted in 2017 demonstrated that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings, integrating sustainable

technologies from conception, through feasibility, design and build stages and also in operation. The wider Development would follow the principles of the Energy Hierarchy to reduce CO2 emissions and the Standards Statement sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The listed status of 7 Kelvin Street means that means that it is difficult to implement renewable energy sources without altering the character or appearance of the buildings. The building is also exempt from compliance to building regulations Part L 2013 if this would unacceptably alter its character or appearance. The wider Development aims to improve energy efficiency as far as is reasonably practical.

The application sites lies within Flood zone 1 and is deemed to be classified as a low risk site.

NPPF Section 11 (Conserving and enhancing the natural environment), 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) - the 2017 application considered the potential risk of various forms of pollution, including ground conditions, waste and biodiversity and demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised.

It would be consistent with the principles of waste hierarchy. A Waste Management Strategy detailed measures to minimise waste production during construction and operation. The onsite management team would manage the waste streams.

The buildings were assessed to provide low bat roosting potential. There are limited cracks and crevices, however a few potential bat roosting features were noted. Based on the urban location of the building and the lack of connectivity with suitable bat foraging habitat, the risk of occupation by bats within the building is considered to be low.

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;
- 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 above issues are considered as relevant to both the propose demolition and the wider development below.

Other Relevant City Council Policy Documents

In 1995 Manchester City Council commissioned a 'Northern Quarter Regeneration Strategy'. The Strategy set out *'a clear Vision for the area to build on its creative base and proximity to the main commercial core to assist its development as an attractive mixed use area'*.

The area experienced substantial investment in the following years but concerns that some of the underlying problems picked out in the 1995 study were not being fully tackled led to the Northern Quarter Development Framework being produced and formalised in 2003 this set out a vision to shape and guide development activities within the Northern Quarter

The Strategy clarified aspects of development that the City Council wished to avoid in the Northern Quarter which included the loss of architectural and heritage character of the built form.

The Strategy proposed a series of 10 core objectives. The most relevant of these core objectives to this application was the enhancement of the built form through addressing buildings that generally fail to make a positive contribution to the Northern Quarter these may be both derelict, unstable and empty buildings, as well as cleared (empty) sites.

The relevant aspects of the Strategy were considered when the Planning and Listed Building Consent application for the group of buildings formed by 42-50 Thomas Street and 7 Kelvin Street was granted. The August 2017 consented development thus makes a positive contribution to help deliver the policy aspirations and requirements of the Northern Quarter Development Framework

Whilst the Strategy sought to avoid the loss of heritage assets it also acknowledged that there were areas which due to building condition failed to make a positive contribution to the Area. 7 Kelvin Street in its current condition could be seen as being one of those buildings. For reasons outlined later in this Report on balance the benefits in terms of positive contribution to the Northern Quarter are considered to outweigh the harm from the loss of the architectural and heritage character of the built form.

Guide to Development in Manchester – Supplementary Planning Guidance (SPG) has the following policies which are of particular relevance to the heritage assets considered within this statement. **Paragraph 11.45** (Conservation Areas) states that the proposals in these areas should preserve or enhance their character. It is important that new developments in conservation areas are not designed in isolation.

Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings, but also to the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development.

It is considered that the extant Planning Permission and Listed Building Consent confirmed that the proposed development accords with the requirements of this policy.

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 application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that the wider Development which the approval of the demolition of the listed buildings would facilitate would be in keeping with these objectives. The proposed commercial units and a further addition to the current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

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 site in its current condition does nothing to contribute to meeting or complementing the housing need within the City nor will it do for the foreseeable future without support for these proposals. The approval of this application would unlock the wider Development of the site allowing it to contribute to achieving the above targets and growth priorities.

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 within the wider development, the delivery of which would be unlocked by the approval of this application, 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 wider Development represents an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location. The site in its current condition does nothing to contribute to these objectives nor will it do for the foreseeable future without support for these proposals.

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.

Conservation Area Declarations

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and

built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area as is the case with the application site in its current condition.

Other relevant National Policy

Section 16 (2) of Listed Building Act provides that “in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

Section 66 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.

S72 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

In relation to the above and in terms of the NPPF the following should also be noted:

The proposals would result in substantial harm to the significance of the listed building through its wholesale demolition. However, for the reasons outlined later in this report, officers consider that substantial public benefits would be derived from the proposal on balance justify the planning judgement that the harm or loss is necessary, in order to deliver the wider Development which would facilitate the optimisation of the use of the site and the retention of the Grade II Listed 7 Kelvin Street.

Consideration of the proposals has taken into account the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation and this has been balanced against the positive contribution that conservation of heritage assets and the protection of the impact of development on the setting of listed buildings and conservation areas can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

It is considered that there is a clear and convincing justification for this exceptional substantial harm.

Whilst the merits of the case to support the level of harm proposed and its fit with policies are set out in more detail later in this report it is noted that notwithstanding

this case, special regard has been had to the desirability of preserving the buildings features of special architectural or historic interest which it possesses which included that the proposal would have a beneficial impact on the architectural and historical character of the retained exterior listed building. Special regard has also been paid to the desirability of preserving or enhancing the character or appearance of the conservation area which is demonstrated through with the design solution for the retained exterior and new roof level which are considered to be complementary to the character of the Conservation Area.

The positive aspects of the design of the proposals, the compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England and the Georgian Society is fully evaluated and addressed below.

Other National Legislation

Legislative requirements

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.

The Schemes Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver of the region and will play a critical role in its longer term economic success. There is an important link between economic growth, regeneration and the provision of new housing and as the national economy has entered a new growth cycle, it is essential that new homes are provided.

The condition the site including the listed buildings has a negative impact on the street scene, the Smithfield Conservation Area and the Northern Quarter. Its open nature creates a poor appearance and fragments the built form of the conservation area and its low level of environmental quality creates a poor impression. The investment facilitated by the demolition of the listed buildings would allow 7 Kelvin Street to be refurbished and repaired and would reinstate the historic building line with a high quality mixed use residential scheme and repair the streetscape.

The complete loss of 42-46 Thomas Street would cause substantial harm, however the wider Development would deliver significant regeneration benefits and a viable economic use from which the public would benefit. Paragraph 122 of the NPPF 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.

The buildings on the site have a run down and unused appearance. 7 Kelvin Street, a local Building at Risk, is an important historical asset due to its affiliation with Manchester's cotton industry. 42-46 Thomas Street have some significance as former Weavers cottages but their individual and domestic character has been extensively lost through adaptation of the group. The value of these listed buildings is discussed below.

High quality development would repair key street-frontages and help to establish a sense of place. It would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live. The wider benefits are detailed later in this Report. It would create employment during construction, along with permanent employment from the proposed commercial uses. The ground floor uses would complement the retail and leisure offer within the Northern Quarter. The city block would be re-instated.

The development facilitated would be consistent with a number of the GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population, adjacent to the city centre. Manchester's population has increased significantly since 2001 and the wider 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 quality, mix and the size of apartments would appeal to a range of potential occupier and would therefore help to promote sustainable economic growth.

It would not be viable to deliver those benefits if the newly listed buildings are not demolished. The condition of the site is likely to deteriorate with the risk of further deterioration of 7 Kelvin Street and potential diversion of investment from the area due to the overall impressing of dereliction and decline from this and the adjacent site.

Impact on Character and Fabric of Listed Building, character of the Conservation Area and Design Issues and review of relevant Policy Context in relation to Heritage Assets:

Case required to support demolition and potential impact of alternatives.

Local and national planning policies require a robust and convincing justification setting out the exceptional circumstances which would support the proposed total loss of 42-46 Thomas Street (paragraph 194 of the NPPF). It could be argued that listing of 42-46 Thomas Street following the grant of planning permission in 2017 is an exceptional circumstance which could support the proposed demolition.

The total loss of 42-46 Thomas Street would be substantial harm and in addition to the need to demonstrate exceptional circumstances, there is a requirement under paragraph 195 of the NPPF to demonstrate:

- Either that the total loss is necessary to achieve substantial public benefits; or
- That the development meets the 4 tests (a-d) which are set out earlier in this Report.

Whilst a decision that cannot be taken lightly, it could be argued that in order to realise the regeneration benefits set out above, it is necessary to demolish 42-46 Thomas Street. In addition allowing demolition may be the only viable, practical and realistic option to prevent 7 Kelvin Street from deteriorating further.

It is also necessary to consider what impact alternative forms of viable development, which retains all or some of the fabric of 42-46 Thomas Street, might have on the setting of 7 Kelvin Street and the Smithfield Conservation Area in line with the 193 and sections 16, 66 and 72 of the Listed Buildings Act 1990.

The impact of the 2017 consent on the setting of 7 Kelvin Street and the Conservation Area has been established as acceptable. The applicant has also explored whether it would be possible to retain 42-46 Thomas Street, or as a minimum its façade and deliver a viable development which would have similar levels of impact.

Substantial Public Benefits Which Outweigh the Harm

Neither Historic England nor the Georgian Society have made any comment on whether they believe that the proposals would meet the first test (i.e. that the total loss is necessary to achieve public benefits which outweigh that loss) however Officers consider that delivery of the wider Development which an approval would facilitate would meet that test.

Public benefits could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework ([paragraph 8](#)). Public benefits should benefit the public at large and not just be a private benefit. However, they do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed dwelling which secure its future as a designated heritage asset could be a public benefit. There is no definition within any of the legislation of national or local policy guidance as to what constitutes substantial public benefits and it is a balanced judgement dependent on the particular circumstances of each case.

Heritage benefits set out within paragraph 20 of the NPPG may include:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset; and
- securing the optimum viable use of a heritage asset

The demolition of 42-46 Thomas Street to facilitate the delivery of the 2017 consent would deliver benefits in relation to 7 Kelvin Street that would not otherwise be delivered. The principle benefit would be the sites regeneration and the positive impact it would have on the Conservation area and the Northern Quarter. It is likely that had 42-46 not been listed, the 2017 consent would have commenced the benefits would be emerging.

A number of key social, environmental, economic and heritage benefit which the approval of the demolition would unlock are listed below:

- Bring a site which has a negative effect on townscape value, back into viable, active and positive use arresting further deterioration of 7 Kelvin Street;
- Arrest further deterioration and regenerate the wider site bringing the redundant site back in to positive use;
- Regenerate a City Centre island site, containing underutilised and vacant buildings, which will improve the street environment and visual quality of the site and the current poor impression of the area that it exudes;
- Establish a strong sense of place, making a positive contribution to local character and distinctiveness, enhancing the quality and legibility of the streetscape and the architectural fabric of the City Centre;
- Optimise the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation demanded by modern business requirements and by potential residents;
- Provide a new facilities for residents, workers and visitors to the area promoting activity and social inclusion;
- Positively respond to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and complements neighbouring buildings and local context;
- Create a safe and accessible environment with increased street level activity, clearly defined areas and active public frontages providing overlooking, natural surveillance and increasing feelings of security within the city centre to enhance the local quality of life;
- Provide equal access arrangements for all into the building;
- Provide 20 new homes of varying sizes and boost the supply of housing, complying with NPPF requirement to provide mixed communities and housing choice contributing to sustained economic growth and regeneration;
- Investment in a vacant site whose continued deterioration could lead to illicit activities, attracting anti-social behaviour causing problems to existing businesses and residents close to the site discouraging further investment in the area;
- Creation of jobs would be during the construction phase and operational phases;
- Providing opportunities for provision of small-scale retail and restaurant floorspace which would appeal to the independent commercial occupiers that characterise the Northern Quarter;

- Support for commercial, retail and leisure operators through increased spending from residents in accordance with the NPPF which welcomes mixed use developments and wider opportunities for growth.
- Unlock investment in the retention and restoration of the Grade II listed No. 7 Kelvin Street;
- Significantly improve the environment and visual quality of the site which detracts from the streetscene and conservation area;
- Make a positive contribution to local character and distinctiveness;
- Deliver positive visual benefit to the Conservation Area; and
- Deliver a high quality design which will result in a significant improvements to the street scene.

The site is in a single ownership and was purchased with the intention to bring forward comprehensive regeneration and the future of the site and its buildings are inextricably linked.

Many of the benefits would benefit the community and businesses in the area. These benefits would not be delivered if the demolition is refused. Any approval should be linked to the benefits delivered by the 2017 consent and should only be granted until April 2021 when that consent expires. A contract for that development would have to be approved by the City Council before any demolition could take place.

Assessment of Significance

An assessment of the relative significance of the building group has been carried out which assessed the evidential, historical, aesthetic and communal value. The Heritage Assessment has used HE's Guidance –Conservation Principles, Policies and Guidance (2008).

Structural Reports illustrate the deteriorating condition of buildings within the site. Historic England have advised that whilst the buildings are in a poor state of repair due to a lack of maintenance, structural defects could be repaired using traditional techniques. The exterior has been much altered with a modern shopfront extending across the Thomas Street frontage. However original sash windows and some curved brick detailing has been retained to cills and jams.

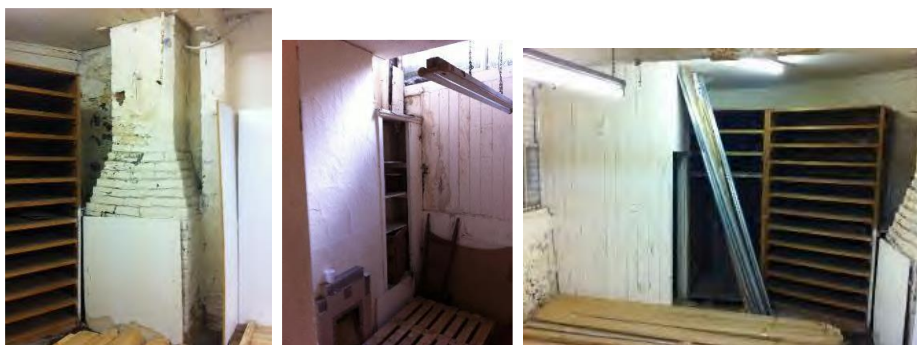
There is some earlier floor structure in the basement such as timber beams but it has been much altered, it is thought, to facilitate use as an air raid shelter. Original fabric was removed to increase head height and doorways have been cut through brickwork to connect spaces. Lath and plaster ceilings are retained in some areas as has some evidence of original building separation.



Images of exterior and basement spaces

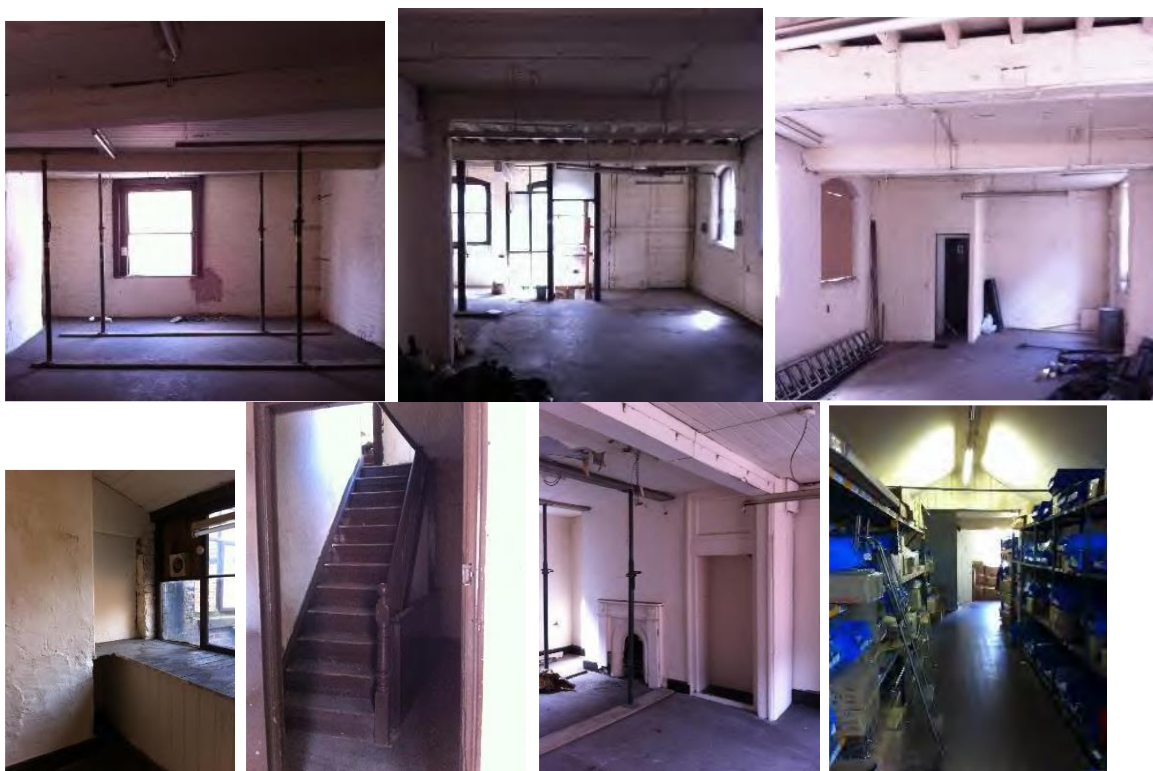
In the ground floor there are cast iron columns, timber partitions, clerestory windows and an original fireplace with some evidence of the original shop front but this is in poor condition. Floor joists spanning main cross walls are propped, parts of original staircases have been removed. There are many instances of level changes which indicate that separate buildings have been merged and courtyards infilled such that the principle defining character is of a series of convoluted spaces which do not connect in any meaningful manner. Any understanding of the original historic plan layout has been severely compromised.





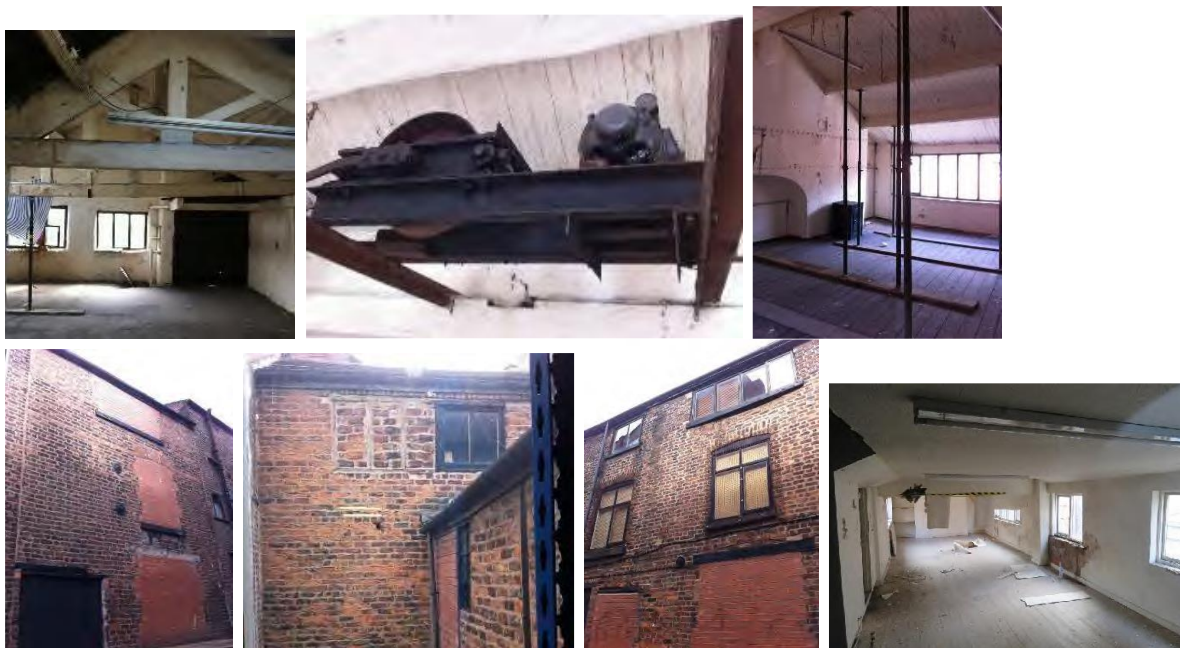
Images of ground floor spaces

There is historic fabric at first floor with some examples of original tongue and groove boarding, lath and plaster to walls, timber loading doors, inspection areas, some original portions of staircases and a cast iron fireplace. However, many level changes indicate the merging of separate buildings with courtyards infilled. The principle defining character is a series of convoluted spaces which do not connect in any meaningful manner. Thus any understanding of the original historic plan layout of the buildings has been severely compromised.



Images of 1st floor spaces

There is evidence of the original weavers loft/ attic loomshop at second floor with open roof structure with trusses, purlins and tongue and groove boarding to the roof soffit. Many areas are propped and internal faces have temporary structural ties. Hoist gear to the loading bay has been retained as have some chimney breasts, fireplaces and stone hearths.



The above images show retained historic features. They are not uncommon features in buildings of this age and can be seen in many other buildings of a similar use throughout the City.

Evidential values are those that derive from the potential of a place to yield evidence about past human activity. These values usually comprise physical remains and tend to be archaeological. The building group could yield evidence about its past use but the level of alteration has diminished any evidential value. Whilst the site could yield considerable evidential value this could be subject to recording.

The historical value is strengthened as the buildings are early survivors of a new phase of development in Manchester's history and are linked with the growth of Manchester as the first industrial city. The grouping of the principal buildings off Thomas Street with the rear dwellings off Back Turner Street is relatively rare and of considerable historical value. However, it is noted that Historic England's listing report concluded that there may be some 60 workshop/dwelling buildings in Manchester centre.

Alterations over time have impacted on the aesthetic value and the integrity of the buildings which is determined by levels of retention of original detailing. Historic England have acknowledged the loss of original details. Its appearance provides clues as to the social history and status of those who constructed and lived in them. Key architectural features such as the low, wide loft windows are crucial to this type of building and the architecture is of some importance to the Smithfield Conservation Area. The surviving building- group are considered to have relatively low aesthetic value as streetscape components and a significantly negative impact on the character and appearance of the conservation area.

Elements of the original layout of late-C18th houses are partially legible, but nos. 42-44 are significantly altered, extending and opening into the parts of dwellings off Back Turner Street which originally were separate.

It is considered that with respect to the planning balance that the buildings relative overall merit in terms of the impact of loss heritage value should be considered in the context of the above. It should also be cognisant that Historic England acknowledged when listing that 42-46 Thomas Street and 41-45 back Turner Street are not the best examples of the type, but are altered and compromised versions of a building type which remains in evidence across the city.

Although the entire group of buildings has some heritage value, the most significant is 7 Kelvin Street. 42-46 Thomas Street are considered to make a modest contribution to the Smithfield Conservation Area.

Historically the wider Development site made an important contribution to the Smithfield Conservation Area. That important contribution has seriously diminished due to its deteriorating condition and apparent dereliction, exacerbated by the stalled implementation of the August 2017 scheme. The individual buildings have all been subject to considerable change, both externally and particularly internally. These changes diminish their authenticity and character and their contribution to the conservation area.

The demolition of 42-46 Thomas Street would result in 7 Kelvin Street being reused and refurbished. It is a rare example of an early small-scale purpose built warehouse, and an example of how early dwellings were adapted for this purpose and has considerable historical value. There are considerably fewer surviving examples of these small-warehouse type building, hence its earlier listing.

Impact on significance and consideration of alternatives

The proposal has not changed and consequently consideration of the heritage impact of the scheme is only required as a result listing of 42-46 Thomas Street and 41-45 back Turner Street. Therefore, it is the impact of the loss of the newly listed buildings that has to be considered and not the impact of the wider Development on the character and appearance of the conservation area

Notwithstanding this, within the wider Development the impact of the consented scheme on the character and appearance of the conservation area would be beneficial and accords with the requirements of NPPF paragraphs 193 and 196. The re-use and restoration of 7 Kelvin Street would be beneficial and secure its future in accordance with the requirements of NPPF paragraphs 193 and 196.

Development should minimise any adverse impact and ensure that it is outweighed by demonstrable public benefits. This was met in August 2017 when the public benefits were judged to outweigh the harm (paragraph 196 of the NPPF). However as the buildings are now listed, it has been necessary to explore if there are less harmful forms of development which could have similar public benefits to the consented scheme and alternatives which would retain some expression of the Thomas Street frontage have been explored.

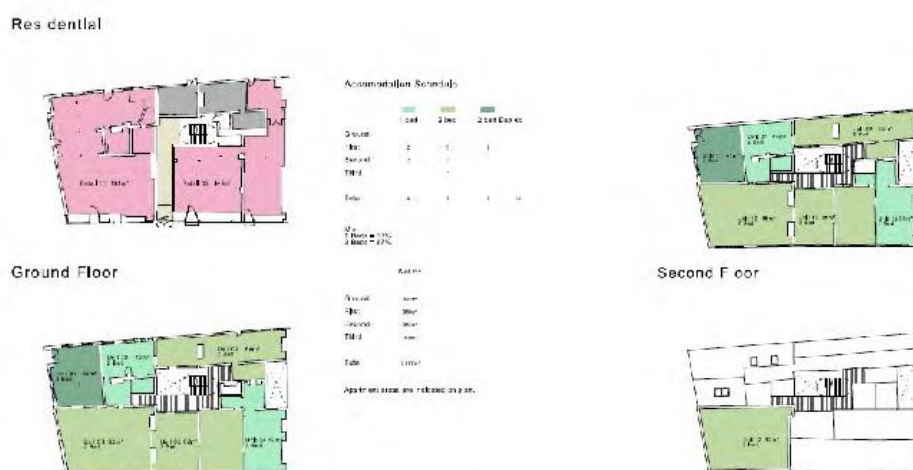
Thus Alternatives have been explored which retain all or part of the buildings as residential accommodation as well as considering offices. Each of these options have

presented challenges. Nevertheless the financial viability has been independently tested to assess their deliverability and is discussed in the next section.

Scenario 1 and 4 : (a) Residential or (b) Office – Retaining 42 - 46 Thomas Street and 41, 43 & 45 Back Turner Street and 7 Kelvin Street with a 4 storey new build to the corner of Thomas Street to provide 12 apartments and ground floor retail space) / additional office space:

Notwithstanding the challenges around viability of delivering this option (which are detailed below) this would still require significant internal alteration to implement for example sub-division to create residential or work spaces, as the previous internal alterations described above have removed much of the original interior.

Plan study of Option 3 to retain the majority of the fabric of 42-46 Thomas Street.



Some of the constraints of working with the existing building fabric and re-purposing it to modern day standards are summarised below:

- The internal, partially cellular layout and lack of direct connections between spaces would create challenges which could lead to inefficient space planning and mitigate against delivering accommodation to a standard that would be expected within a high quality product at a price point which would be necessary to maximise viability;
- Without the removal of further external fabric, within the constraints of the existing structure and rooms would be limited to working with the existing fenestration and in several locations the existing window positions would not allow for daylight into all rooms and as such apartments would be poorly lit.
- Aligning of the floor levels of the disparate buildings and integrating these with a new build (with its modern floor to ceiling height requirements) accessible

cores and adequate circulation spaces would be challenging without further significant modification to the internal structure. This would include filling in the existing void between the Thomas Street frontage and the Back Turner Street blocks, to create an accessible (although unsatisfactory) central staircase;

- In respect of office use, the retention of the existing structure would limit the usability and office space planning. Limited floor to ceiling heights would also impact on the servicing / ventilation strategy;

In summary the layouts seriously compromise the usability of the buildings for a number of alternative uses. These constraints would be equally applicable other potential uses. It is also notable that the previous owner relocated to alternative business premises.

Scenario 2: This considered massing studies to identify the extent of additional accommodation required to allow a meaningful retention of the façade. A final option involved the retention of the facades to Thomas Street and Back Turner Street with a five storey extension, with the retention of 7 Kelvin Street and a 6 storey new build to the corner of Thomas Street to provide 18 apartments.

This option overcomes the potential technical issues of working with the internal building fabric but is considered to have an unacceptable impact on the setting of 7 Kelvin Street and other adjacent listed buildings and the character and setting of the conservation area. It would not enhance the quality and local distinctiveness of this part of the Smithfield Conservation Area. .

The level of harm to the building would be reduced but building above and around the retained facades would significantly alter the setting, would dominate the streetscape and negate the purpose of the retained façade as a streetscape component. It would have a negative visual impact upon the character of the conservation area as can be seen in the images below. It can be concluded therefore that any level of façade retention would at best have limited positive benefits and the façade is in any event of less historical value than the remnants of the building's interior layout.



A further Viability Assessment demonstrates that in order to retain 42-46 Thomas Street and deliver a development with the same level of return as that of the 2017 approval a 10 storey building would be required on the corner of Thomas Street and Kelvin Street.

Viability Assessment

An appraisal of the options in scenarios 1 and 2 has been independently assessed, this has used the Existing Use Value (EUV) plus a premium that a landowner would require in excess of EUV to sell the site in line with the NPPG advice on the setting of Benchmark Land Values (BLV) rather than the purchase price.

This analysis has considered a profit of 20% on GDV as the level a developer would require for a development of this scale and complexity, with listed buildings and new structures combined. By way of a sensitivity analysis, this has also been assessed at 15%. The analysis has concluded that none of the scenarios are viable as none produce a positive land value and the level of the BLV becomes irrelevant. This supports the Applicant's assessment that the retention 42 to 46 Thomas Street or its facades are not viable.

Scenario 3 and 3b were not reviewed as these are for the implementation of the consented scheme which can only be achieved by demolishing the listed buildings. Similarly, their option for office use, also relates to the consented scheme.

Based on this independent assessment, the applicants have concluded that in order to retain 42-46 Thomas Street in their entirety, it would be necessary to build a 17 storey building at the junction of Thomas Street and Kelvin Street, to deliver a 20% profit with zero land value or a 10 storey building to deliver the same profit level as the 2017 consent. This level of development would have an adverse impact on the setting of 7 Kelvin Street, other adjacent listed buildings and the character of the conservation area.

The applicants have stated that the design risk involved with achieving a solution which retains the buildings is such that it would be unviable regardless of the scale of the new build corner block.

Impact on the Character and setting of the Conservation Area and setting of 7 Kelvin Street.

The cumulative impact of any development on this site needs to contribute positively to the long-term protection and enhancement of the Conservation Area as an entity and to the setting of 7 Kelvin Street.

The total loss of 42-46 Thomas Street and the change in character of the streetscape as per the 2017 consent, would have less of an impact on the character and setting of the conservation area than the viable alternatives set out above. The approved development would facilitate the authentic restoration/repair of 7 Kelvin Street which is recognised as being the most significant component of the building group. This would be a heritage benefit which would balance the less than substantial impact.

The newly listed building would be balanced by the restoration of 7 Kelvin Street and the restoration and enhancement of this prominent part of the streetscape.

Conclusions and Case to support demolition

Alternative forms of development could deliver some of the same benefits as the 2017 consent and retain some of the historic fabric of 42-46 Thomas Street. In terms of heritage impacts, both a façade retention and conversion would result in the loss of a substantial amount of historic fabric. It would also require a tall building on Thomas Street to make it viable in a manner comparable with the 2017 approval. This would cause harm to the setting of 7 Kelvin Street, the character and setting of the conservation area and the streetscape. This would clearly diminish some of the benefits that would be delivered through the implementation of the 2017 consent.

These scenarios assume a write off of the purchase price and the costs of securing planning permission and so the comparison of the level of return against the consented is not a true like for like comparison.

The buildings have continued to deteriorate but in line with paragraph 191 of the NPPF, the deteriorated state of the listed buildings has not been taken into account in the evaluation of this application. The future of the site is bleak unless the consented scheme progresses.

Values might change in the longer term but without the funding that the Development would release or some form of grant funding, the restoration and secure future of 7 Kelvin Street cannot be assured. A number of local businesses have made representations to support the proposals and it is evident from these that the continued deterioration of the site is having a detrimental impact on the area and attracting anti-social behaviour which could discourage potential customers which at this time could be even more of an issue for the continuing viability of adjacent businesses.

Response to Historic England's and Georgian Society's comments - Officers believe that the demolition would release substantial public benefits which outweigh the loss of 42-46 Thomas Street.

Notwithstanding this in terms of the alternative tests the following is noted:

a) the nature of the heritage asset prevents all reasonable uses of the site;

There are physical challenges associated with converting 42-46 Thomas Street to alternative uses which could prevent all reasonable uses of the site, not least the level of harm caused by the alterations required to facilitate those alternative uses.

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;

A Viability Assessment concludes that any form of development involving the retention of all or part of 42-46 Thomas Street is not viable, and it is difficult to see how an alternative residual development appraisal would produce a positive land value for these buildings in isolation. It may be difficult for developers to secure

finance for acquisition and refurbishment. This does not mean that the building has no commercial value and, theoretically, a buyer may buy it now on the basis of potential uplift in the future. It is therefore questionable whether it would be worth going through a market testing exercise. As detailed above even at zero value the retention of 42-46 Thomas Street would require a 10 storey building to be built at the junction of Kelvin Street and Thomas Street to facilitate the retention, restoration and repurposing of the listed buildings.

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible;

The applicants have contacted the National Lottery Heritage Fund, Heritage Trust for the Northwest and Architectural Heritage Fund. Architectural Heritage Fund. The National Lottery Heritage Fund have confirmed they would not be willing/are able to support the site. The Heritage Trust for the Northwest did not respond as they are no longer operating. On the basis of the Viability Assessments it is highly likely that there is any charity, non for profit or private developers who are willing to acquire the site at a loss with the listed buildings retained.

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

The arguments in relation to facilitating the development of the wider site are clearly set out above.

In pre-application discussions in December 2014 in relation to 42-48 Thomas Street Historic England stated that:

- “the many alterations of the interior during C20 have to a large extent erased the original floor plan and layout of the buildings and very little of significance remain”
- “The facades have been altered over time and the current expression is confused in its detailing” ;
- “the interior of the buildings are much altered and of no significance in their own right”
- “We acknowledge the difficulties of operating a successful business within the current layout and also welcome the potential to bring more life back to Back Turner Street. We therefore consider it acceptable to demolish the buildings provided the replacement respects the current rhythm of the existing buildings in the streetscape and enhances the character of the conservation area.

Summary and conclusions in relation to consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 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 when considering whether to grant planning permission for proposals which would affect it. However section 72 of the Act also requires members to give special consideration and considerable weight 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 paragraph's 192, 193, 194, 195, 197 and 200.

The NPPF (paragraph 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. 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 demolition of 42-46 Thomas Street would cause substantial harm. The tests required to be met by paragraph 195 relating to assessment of substantial harm are set out above. The impact on the Smithfield Conservation Area and setting of 7 Kelvin Street and other adjacent listed buildings would be less than substantial and this was acceptable in the determination of the 2017 applications.

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 7). Public benefits may include heritage benefits.

The public benefits arising from the development, are clearly set out above. The harm to the setting of 7 Kelvin Street and character of the Smithfield Conservation Area will not be fundamentally compromised and the impacts would be outweighed by the public benefits.

It is considered that there would be substantial public benefits realised from the wider Development which the demolition of 42-46 Thomas Street would facilitate and, in the case of impacts on the conservation area, these benefits would outweigh the level of harm caused. The benefits are consistent with paragraphs 195 and 197 of the NPPF. For the reasons set out above it is also considered that there has been special regard to the desirability of preserving the building, its setting and the features of special architectural or historic interest which it possesses and in relation to sections 66 and 72 of the Planning Act the case for demolition has considered the desirability in relation to preservation and enhancement in respect of both the listed buildings on the site, their setting and the conservation area.

Given the exceptional circumstances and relative historic value of 42-46 it is not viable or practical to retain and adapt the buildings to accommodate a new use. The applicants are committed to delivering the consented scheme and has submitted applications to discharge the pre-commencement conditions attached to the 2017 consents.

It is considered that alternative options would all have a detrimental impact on the setting of 7 Kelvin Street, any retained element of 42-46 Thomas Street itself as well as the character and setting of the conservation area. A retained façade would present an entirely unsatisfactory solution to the conservation of the site which would be dominated by the new build elements and also compromise the architectural

integrity of the streetscape. The result would be both architecturally unsatisfactory, compromising the character and appearance of the streetscape.

Paragraph 015 in the NPPG states that harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset notwithstanding the loss of significance caused, and provided the harm is minimised.

Alternative schemes that are viable which would be necessary to allow the site owners to bring forward a viable development and retain the buildings would cause a high level of harm to the character of the conservation area and the setting of 7 Kelvin Street and indeed the retained building at 42-46 Thomas Street as illustrated in the images above.

The elevational rhythms, massing, scale, and alignment of the new-build component would respond positively to its context: The design would successfully mitigate the impact of the increased scale on the setting of 7 Kelvin Street. The contemporary design responds positively to the local character, history and the fabric of the immediate surroundings, in accordance with NPPF paragraph 127 adding interest to its setting, such that it causes no material harm. It is considered that none of the unviable alternatives would achieve that same positive response. This equally applies to the setting and character of the Conservation Area.

The historic fabric of 42-46 Thomas Street could be repaired and the building re-used. However there would be challenges with matters such as thermal and acoustic upgrades etc. The level of historic incremental alteration overtime which has eroded the understanding of the original any layout of these buildings shows the difficulties of using the internal spaces effectively for modern occupation. Further impacts on the layout and its type which was a key determinant in the decision to list it would be required and would not be financially viable. The acknowledged and substantial benefits to be derived from the consented scheme would therefore be lost.

Archaeology

It is noted that should the total loss of 42-46 Thomas Street be supported that a condition would be attached to any consent granted which would require a Level 4 Building Recording. This requires a comprehensive analytical record drawing on the full range of available resources and discuss the building's significance in terms of architectural, social, regional or economic history and would comprehensively record the evidence that remains of the three storey workers' cottages and this will provide an additional level of mitigation for its loss.

Sustainability and Embodied Carbon

Good practice sustainability measures in the design to would ensure an energy efficient development but the listed building is exempt from compliance with Part L of the 2013 building regulations.

The design applies a range of environmental design principles and achieves high levels of fabric energy and water efficiency. Policy EN 6 requires development to achieve a 15% Carbon Reduction over Part L 2010 Compliance of the Building Regulations. This equates to a 6% Carbon Reduction over Part L 2014 Compliance. The predicted site wide reduction in CO2 over Part L 2014 of the Building

Regulations is 7.7%. This would be achieved through: PV's at roof level; the use of electric heating and hot water, the U Value and design targets specified exceed Part L 2014 compliance. Other measures include high levels of insulation with minimal thermal bridges, Passive solar gains and internal heat sources, excellent level of airtightness, good indoor air quality by openable windows.

If the current building fabric was retained and upgraded to meet Building Regulation standards, the annual operational carbon of the apartments would be 42.9 Tonnes of CO₂. Comparatively, the annual operational carbon of the apartments within the approved scheme is 24.1 Tonnes of CO₂, which is a 43.8% reduction and saving of 18.8 Tonnes of CO₂ per year. Based on a minimum 60-year building lifespan of the new build development, the refurbished development would produce 2,572 Tonnes of CO₂, compared with the 1,445 Tonnes of CO₂ from the new build scheme.

About 20-30 years ago when you looked at whole life carbon profile of buildings the split would have been a third to two thirds embodied vs operational. However, the decarbonisation of the national grid, improved building envelope performance and the improved energy efficiency of equipment has resulted in a significant shift, whereby the operational aspect is now much lower in proportion, and for well-designed buildings, moving ever closer to zero. Meanwhile the embodied energy has remained static and is the current challenge in construction.

Therefore, reducing embodied energy in buildings is a key target for the Thomas Street development. The civil and structural design seeks to provide an optimal built form and promote the recycling of materials. This is being achieved by the following: -

1. **Optimisation of structural form:** The column grid would work within both the residential and ground floor spaces so a large transfer structure is not required at Level 01. This has reduced the overall use of material and embodied carbon. This lean approach to design ensures that the building is not overdesigned, meeting the clients brief and performance specification with a minimum use of structural material.
2. **Material specification:** where viable, the specification of materials would use the lowest embodied carbon option. For example, when specifying concrete, it is possible to almost halve the amount of CO₂ by specifying "eco" mixes and is dependent on supplier experience and availability, within the commercial bounds of the project.
3. **Material reuse and sourcing:** Aside from the retained existing building on the site, the development seeks to explore the re-use of demolition material generated by the works. The new foundations could use demolished brickwork or concrete as aggregate for re-use as fill to the redundant basements. Where new elements are required and cannot be formed from existing stock, materials would be sourced from local suppliers and supply chains, reducing the embodied carbon associated with transportation as much as possible. Additionally, new materials will all be assessed against the BRE's The Green Guide to Specification, which uses an environmental profile methodology that determines environmental impact of materials. As part of this, and in order to fully take advantage of materials that have low embodied carbon, the project team will guarantee that new elements key to

the scheme will be specified to achieve ratings of between A+ and C under The Green Guide's ratings.

In summary, this environmentally considered approach to the design, detailing and construction of the civil and structural engineering aspects saves on CO₂ emissions whilst also ensuring commercial viability of the proposals.

Historic England's comments and Viability

The applicants have stated the following in relation to why they would deliver a scheme which would only produce a level of profit below that normally required.

- The delivery of the approved scheme still offers the best opportunity to recoup at least some of the significant investment which has already been made to this stage, as indicated by the viability assessments;
- Full funding remains in place to deliver the project through to conclusion. They have a build partner to deliver the site as soon as they are able to and they continue to be inundated with enquiries from occupiers for both the commercial and residential space; and
- There is also the possibility that they and their partner would look to hold the property long term themselves to deliver a return over a longer period.

Response to Objectors comments

- The long standing business that occupied the building were the site owners and chose to sell up and relocate as the premises was no longer considered acceptable for their modern business needs;
- Every application is judged on its own merits and there are very specific circumstances relating to the wider Development site, its prominent location within the Conservation Area, the sites single ownership and the post 2017 consent listing of 42-46 Thomas Street which would preclude it from setting a precedent for future developments;
- Without support for this application it is possible that due to further deterioration of the listed buildings on the site that the most valuable heritage asset 7 Kelvin Street would be lost;
- Conservation is only one aspect of sustainable development;
- The building was partially occupied with some areas needed additional support to arrest the deteriorating condition of the building and not in active use; and
- This Report has demonstrated that it is not viable in the short to medium terms to give 42-46 Thomas Street a new lease of life through sympathetic conversion. However the approval of this application will facilitate the achievement of these aims for 7 Kelvin Street.

Conclusion

Supporting the proposed demolition of a grade II listed building should not be taken lightly and should require exceptional circumstances with significant public benefits. Decisions need to balance the assets historic significance against other issues such as its function, condition or viability.

There is an important link between economic growth, regeneration and the provision of new high quality housing. There is an acknowledged need to provide high quality residential accommodation in the city centre in order to support and sustain growth of the region's economy.

Officers have been mindful that consideration of the historic environment and its heritage assets is a principal objective of sustainable development. Sustainable development has three broad roles: economic, social and environmental. The environmental role is "contributing to protecting and enhancing our...historic environment..." amongst other things (paragraph 7 NPPF). This would include preserving and enhancing the historic streetscape, the setting of adjacent listed buildings and the character of the conservation areas, all of which is undermined by the condition of the site, its buildings and its vacancy.

Social benefits would be derived from an appreciation of the above and the use of the and ground floor and the basement. Economic benefits would be derived from job creation including supply side employment and the provision of additional housing for which there is a proven demand. None of this is provided at the site currently and is unlikely to be so for some considerable time if the demolition is not supported.

The proposal would simultaneously deliver these gains and deliver a sustainable development solution. The harm caused would be substantial but the circumstances of the 2017 listing; the continued vacancy; and the poor impression that this presents in terms of the character of the streetscape, setting of adjacent listed buildings and the Smithfield Conservation Area, are such that this exceptional level of harm is on balance considered to be acceptable and necessary to deliver the optimum viable use of the application.

The scale of wider Development which an approval would facilitate, its proportions and materials relate to the immediate context. It would enhance the prosperity of the area and respect its special architectural and visual qualities

Should these proposals not be supported the further deterioration of the site and the buildings within it is considered to be a realistic prospect. It should also be noted that consent has also recently been granted for a hotel on the adjacent site (52-58 Thomas Street (application ref no: 123215) and should this now as expected also be brought forward there would be a wholesale removal of considerable blight to the character and value of the Northern Quarter to the City which is currently detrimental to the wider image of the City.

As set out in the NPPF all grades of harm, including total destruction, minor physical harm and harm through change to the setting, can be justified on the grounds of public benefits that outweigh that harm taking account of the 'great weight' to be given to conservation and provided the justification is clear and convincing (paragraphs 193 and 195).

The public and heritage benefits would secure the objectives of sustainable development. Great weight must be given to conservation but it has been demonstrated that delivering the substantial public benefits and securing the sites optimum viable use could not be achieved with less or no harm by alternative design.

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.

On balance given the overall policy support for the proposals, and notwithstanding the heritage harm, the proposals represent sustainable development and will bring significant social, economic and environmental benefits, as such they merit the granting of Listed Building Consent.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act 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 and 195 of the NPPF and that the harm is outweighed by the benefit of bringing the site back into use.

The proposal would facilitate the sustainment and enhancement of the most significant heritage asset (7 Kelvin Street) which would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 192 of the NPPF.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred (paragraph 198) and given this to incentivise the application to deliver the development, consent will be granted until May 1st 2021 when the 2017 consents expire and a condition will be attached to any consent granted to ensure that no demolition will take place until a contract for the whole approved development is in place.

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 **MINDED TO APPROVE** : subject to referral to the Secretary of State as set out in Circular 08/2009, Arrangements for Handling Heritage Applications - Notification to the Secretary of State (England) Direction 2009

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 application. This has included on going discussions about the potential options which would allow the listed building or some of the fabric such as the facade to be retained and the various viability assessments which would be required to support that view along with pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

1) The development must be begun not later than 01-05-21 to align the permission implementation deadline with the consents granted under application ref no's 113475/FO/2016 and 113476/LO/2016

Reason - To ensure a satisfactory development in line with the requirements of Section 16 of the NPPF and sections 16,66 and 72 of the Listed Building Act 1990 and 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) Site plans 05013 MP 01 2201, 05013 MP 00 05000, 5001 and 00 2200 Rev A;

(b) Dwgs 05013 B1 02 5099, 05013 B1 02 5100, 05013 B1 02 5101, 05013 B1 02 5102 and 05013 B1 02 5103 ;

(c) Dwgs 05013 B1 02 2199 Rev A, 2200 Rev A, 2201 Rev A, 2203 Rev A, 2204 Rev A, 2205 Rev A and 2206 Rev A (113475/FO/2016 and 113476/LO/2016);

(d) Dwgs 05013 B1 04 2200 Rev A and 2201 Rev A (113475/FO/2016 and 113476/LO/2016);

(e) Dwgs 05013 B1 05 2201 Rev A, 2202 Rev A, 2203 Rev A and 2204 Rev A (113475/FO/2016 and 113476/LO/2016); and

(f) Dwgs 05013 B1 10 4200 Rev A, 42001 Rev A, 4210 Rev A, 4300 Rev A, 4301 Rev A, 4310 Rev A, 4401 Rev A, 4400 Rev A and 4401 Rev A (113475/FO/2016 and 113476/LO/2016);

(g) Dwgs 05013 B1 03 2200 , 05013 B1 12 3204, 3205, 3207, 3206, 3208 and 3209 (113475/FO/2016 and 113476/LO/2016);

(h)RED PARTNERSHIP Climate Emergency - Carbon Statement Residential Development, 42-50 Thomas Street, Manchester and WSP's e-mail dated 22-05-20 in relation to Embodied Carbon and the Sustainability Agenda

Reason - To ensure that the development is carried out in accordance with the approved plans and pursuant to Core Strategy SP 1, CC9, EN3 and DM 1 and saved Unitary Development Plan policies DC18.1, DC19.1 and DC20.

3) 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 as approved under application ref no's 113475/FO/2016 and 113476/LO/2016 has been agreed and signed and evidence of that contract has been supplied to the City Council as local planning authority and the works to 7 Kelvin Street set out in condition 4 have been carried out in accordance with the approved programme.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

4) No soft-strip or demolition shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of historic building survey. The survey is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - historic building survey (Level 4)
 - a watching brief on the soft-strip and demolition

2. 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 heritage interest represented.

3. Dissemination of the results commensurate with their significance.

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

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

Reason: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development

5) Notwithstanding the details as set out in condition 2 above no development shall commence unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Details of a Phasing Plan and programme for the delivery of the consented schemes 113475/FO/2016 and 113476/LO/2016; and

(b) Details of a package of enabling works in relation to the additional support and strengthening works required to stabilise the core of 7 Kelvin Street;

All of the above shall be implemented in accordance with the approved details

Reason - Given the further deteriorated condition of 7 Kelvin Street since the granting of the 2017 consents, to ensure that works are sequenced to ensure the prioritisation of stabilising 7 Kelvin Street and necessary structural works to secure its retention and refurbishment prior of any demolition of 42-46 Thomas Street taking place. In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

6) If during works to demolish the buildings hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

7) Notwithstanding the findings within Bat Survey Report (REC, August 2019), if demolition works have not commenced by April 2021 an updated survey including an assessment of change and any new mitigation and/or licensing that may be required as a result of new evidence shall be submitted to and approved in writing by the City Council as Local Planning Authority

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

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: 125871/LL/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.

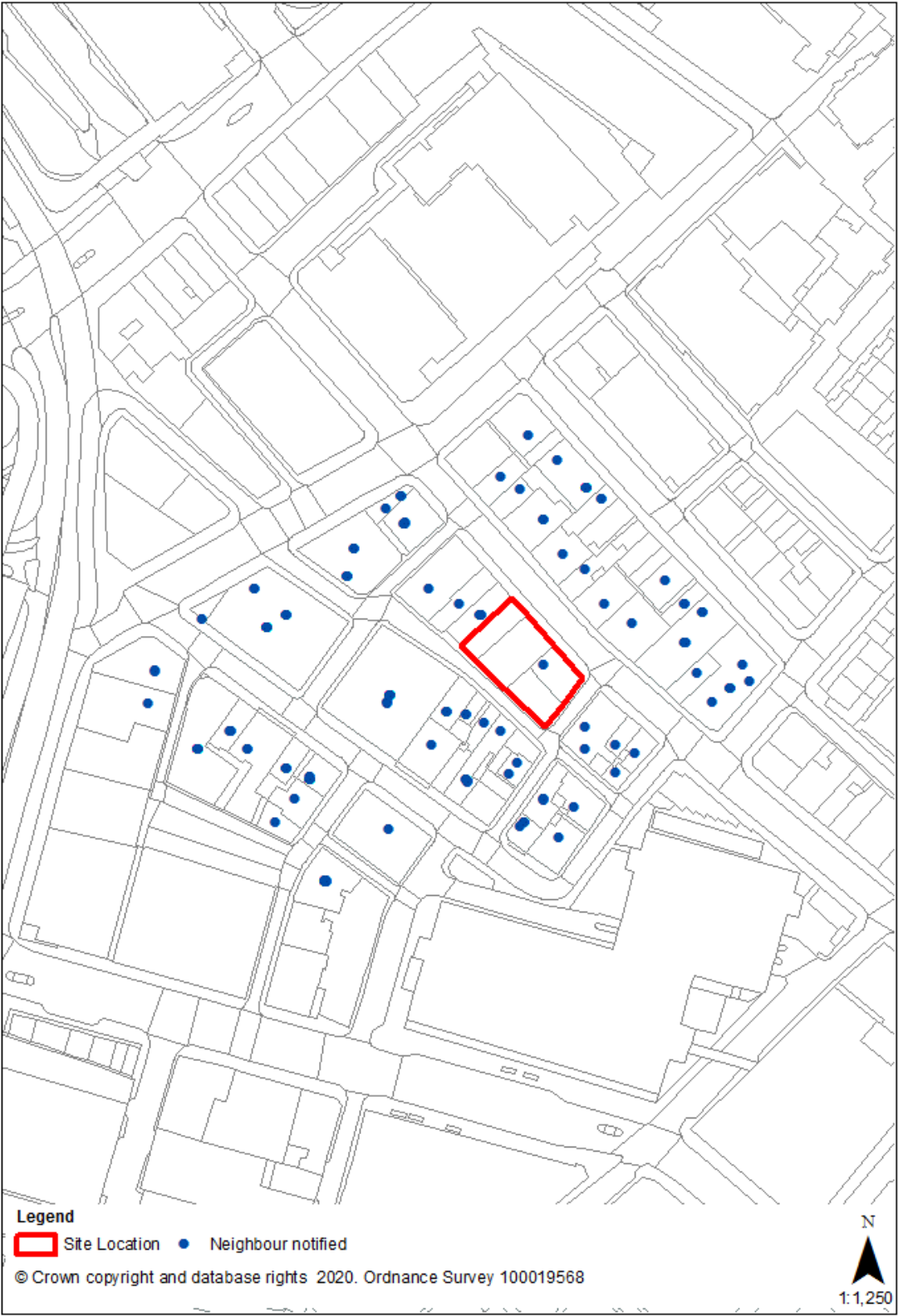
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Historic England (North West)
National Amenity Societies
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 :	Angela Leckie
Telephone number :	0161 234 4651
Email :	a.leckie@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
127142/FO/2020	11th Jun 2020	27 th Aug 2020	Moston Ward

Proposal Erection of one dwellinghouse (Class C3) with associated parking, landscaping and boundary treatment

Location Land To The East Of The Fairway, Manchester, M40 3WS

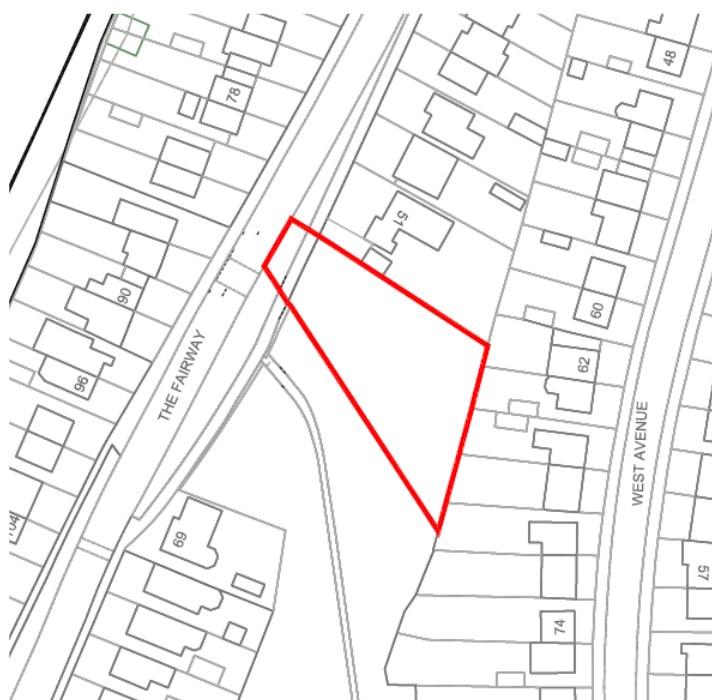
Applicant Moston M40 Ltd , Albion Mills Business Centre, Bradford , BD10 9TQ,

Agent Mr William Cartwright, Heritage Planning Design Ltd, 82 Park Road , Bingley, BD16 4EJ

Description

The application site relates to an open piece of land situated along The Fairway within a predominantly residential area of Moston in North Manchester. The site is bounded by residential to the north, east and the west, with Moston Brook Recreational Space to the east. The site is accessed via The Fairway.

The proposal site is irregular in shape with the frontage being narrower than the remainder of the site which opens up as it goes further rearward. It is immediately bounded to the north east of the application site by a sub-station and a detached property identified as no.51 The Fairway. Moston Brook Recreational Space lies immediately to the south of the site, and to the east residential properties on West Avenue and opposite the site and to the east are residential properties relating to The Fairway. (See site location plan below)



Currently the frontage of the site is bounded by low timber rail fencing erected by the applicant and connects to the dry stone wall that returns partially along the eastern boundary with the pathway running through to Moston Brook Recreational Space. There is no formal vehicular access to the site with the main access being pedestrianised. (See below ranch fencing with dry stone wall)



The Fairway itself is characterised by a mix of housing types within the wider residential estate, comprising mainly of 2 storey detached and semi-detached properties with gardens front and rear. There are wide grassed verges along the carriageway punctuated with established street trees within the pavement areas.

The submitted application proposes the erection of one 2 storey dwellinghouse (Class C3) with associated parking, landscaping and boundary treatment.

Planning History

125672/FO/2019 - Erection of two dwellinghouses (Class C3) with associated landscaping and boundary treatment REFUSED 14/2/20

122592/FO/2019 - Erection of two dwellinghouses (Class C3) with associated landscaping and boundary treatment REFUSED 8/5/19

The Proposal

The application under consideration is a re-submission of the two previously refused applications (125672/FO/2019 & 122592/FO/2019). The reasons for refusal related to over development of the site, loss of open space and ecology.

This application now proposes the erection of one dwellinghouse (Class C3a) to front The Fairway with associated new vehicular access, associated parking, landscaping and boundary treatment.

The dwelling would be two storeys and would have both pitched and gable roof designs. The accommodation would consist of a hallway, separate living room, dining room, kitchen and lounge area, storage area and WC at ground floor level, with 4 no. bedrooms (1 with an en-suite), bathroom, and landing areas at first floor level.

Two off street car parking spaces would be provided to the side of the property, with direct pedestrian and vehicular access off The Fairway.

Concrete paving flags would create a path area around the property with grassed areas to the remaining front, side and rear and blocked paving areas forming the driveway for the car parking space. The boundary treatment consists of divisional boundary fencing and stone boundary wall. (See proposed site plan below).



Consultations

Publicity

The application was advertised on site as 'Affecting a Right of Way'. No representations have been received as a result of this publicity.

Local Residents

7 objections have been received, the following concerns have been raised:

- Moston Brook is a vital open space, it has benefited from improvements of footpaths and entrance points;
- The Fairway is open and spacious with a mix of detached and semi-detached properties;

- There are existing parking issues which will be made worse by the introduction of a new property. This would also mean the loss of the grassed areas to the frontages to make way for driveways. The timber fence proposed is not a suitable replacement for the concrete post and timber panel fence located on the eastern side of the proposed development along the boundary with number 51 The Fairway;
- Loss of open green space, the site would have been better served as a piece of public open space;
- Loss of trees on the site;
- The proposal would have an impact upon the variety of thriving wildlife within the area / Ecology (hedgehogs, birds, newts, squirrels, frogs, tadpoles) in Moston Brook and Moston Nature Reserve;
- Visual impact, the proposal would remove the open view that the residents opposite the site on the western side of The Fairway currently enjoy. It would result in a loss of privacy if a house was to be built opposite my property;
- Gates and access into the brook via the existing stone built wall;
- Land ownership and covenant issues relating to part of the site. The site is unsuitable for construction, which is why it has never been built on historically.

Highway Services

The proposal would not result in any unacceptable impact on the local highway network. There is on site car and cycle parking associated with the development and this does not conflict with existing traffic calming measures. This car parking space has also been fitted within an electric car charging point. Access to the gated access within the site should be retained. The boundary treatment associated with the development is acceptable from a highway perspective. A construction management plan should be agreed to ensure there is not conflict with highway safety.

Environmental Health

Waste management arrangements have been agreed. Site investigation works would be required to establish any on site ground conditions and appropriate remediation.

Neighbourhood Services (Trees)

No objections to the proposals. The remaining trees on the site would be retained and mitigation introduced.

Flood Risk Management Team

A drainage scheme should be submitted for approval.

Greater Manchester Ecology Unit

The information submitted with the application includes an ecology assessment. This assessment found the site to have limited ecological value, although some trees and scrubs had been recently cleared. A lighting scheme should be agreed to minimise harm to bats together with including measures within the construction management plan to limit the harm to wildlife. The proposal should include biodiversity enhancements.

Design for Security at Greater Manchester Police

The development should be designed to meet secured by design standards.

Policy

The Development Plan

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

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

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' – The proposal would provide a new home in an existing residential neighbourhood. The proposal would result in an area of open land, however, it is not considered that this would impact on the adjacent open space and appropriate mitigation can be secured with regards to impact on ecology, green infrastructure and biodiversity at the site.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the dwelling in order to ensure it fits appropriately into the street scene and minimise impacts on residential and visual amenity.

Consideration has also been given to parking, cycling and waste management arrangements.

Policy H1 ‘Overall Housing Provision’ and Policy H3 ‘North Manchester’ – The proposal would provide a new dwelling within a residential area of the city which would contribute to the city’s housing land supply.

Policy T2 ‘Accessible Areas of Opportunity and Need’ - The proposal would provide a driveway to the side of the housing which would accommodate a car. This would be adapted for electric car charging along with cycle space provision.

Policy EN1 ‘Design Principle and Strategic Character Areas’ – The scheme has been designed to complement the existing area in both scale, appearance and materiality.

EN9 ‘Green Infrastructure’ – Trees have been removed from the site. However, suitable mitigation would be secured as part of this development which would also improve green infrastructure and the setting of Moston Brook.

Policy EN10 ‘Safeguarding Open Space, Sport and Recreation Facilities’ – The application site is an open area of grass land. The site does not form part of the wider Moston Brook but does form part of its setting. The introduction of one house would preserve the setting of Moston Brook and provide a spacious setting to the proposed dwelling.

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

Policy EN15 ‘Biodiversity and Geological Conservation’ –The proposal would seek to improve the overall biodiversity at the site through new tree planting and soft landscaping.

Policy EN17 ‘Water Quality’ – The proposal would not lead of any pollution of water courses and a drainage scheme would be designed to reduce surface water run-off.

Policy EN18 ‘Contaminated Land and Ground Stability’ - The ground conditions, are not unusual for the location given known previous land uses and can be adequately dealt with.

Policy EN19 ‘Waste’ - Recycling principles are incorporated in the waste management arrangements.

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 BM4 – The proposal would maintain the setting of Moston Brook and retain access via the existing access gate.

Saved Policy DC26 ‘Noise’ – The dwelling can be appropriately insulated to prevent noise out break or noise ingress.

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

Other material policy considerations

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

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

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the

eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

– Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

– Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (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.

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *‘purpose of the planning system is to contribute to the achievement of sustainable development’*. The document clarifies that the *‘objective*

of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy*' 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 (paragraph 80).

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

Developments 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 (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the

potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in 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).

Section 12 *'Achieving Well Designed Places'* 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. Being clear about design expectations, and how these will be tested, is essential for achieving this'* (paragraph 124).

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.

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 more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 *'Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 15 *'Conserving and Enhancing the natural environment'* states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Manchester Residential Quality Guidance 2016

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the

guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

Issues

Principle of Development

The application site is an area of privately owned grass land situated within an existing residential area immediately adjacent to Moston Brook, a recreational area the City Council seeks to maintain and protect.

The proposal would result in the partial loss of some of the grassed area, with the remaining area becoming private amenity space for the proposed property. An existing access to Moston Brook from within the site would be retained for maintenance and emergency purposes as part of the proposal. (Proposal site showing electricity sub-station to the north and existing gated access to the south).



Although the proposal is for a single dwelling it is supported by policies H1 and H4 as it will increase the housing supply in this part of the City. The proposal would not encroach onto Moston Brook and through the design of the dwelling and the creation of the large side and rear gardens would not adversely affect its setting. The proposed dwelling also meets the space standards outlined within the Residential Quality Guide.

The proposal is therefore considered to be acceptable in principle and matters which would require consideration as part of this planning application are the impact on visual and residential amenity together with any associated impacts on Moston Brook, trees, ecology and car parking.

These matters are set out in detail below.

Visual Amenity

The surrounding area is characterised by a mix of modern 2 storey detached dwellings, semi-detached dwellings and dormer roof style bungalows with modest gardens. To the immediate south of the site is Moston Brook Recreational Open Space. (Properties immediately opposite the site to the west).



The proposed dwelling would present its principle elevation to the existing road frontage, as does the existing housing. However, it would be set further back within the plot due to the tapering irregular nature of the site frontage. The primary access for both pedestrians and vehicles would be taken directly off The Fairway into the site.

Visually the set back of the proposed dwelling is not considered to be an issue and would cause no harm in the context of the character of the area and would be in keeping with other properties in the street scene. The proposed dwelling has been sited towards the northern side of the plot in order to retain an open visual aspect to the entrance to Moston Brook.

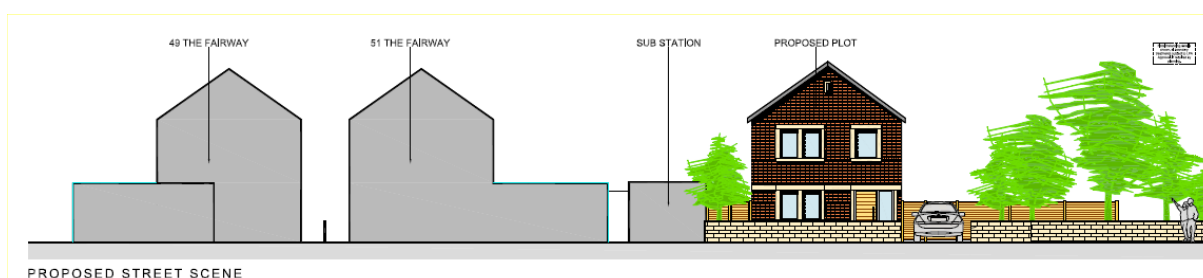
The dwelling would be two storey and would be 14.5 metres in depth and 6.5 metres wide. The ground floor element of the house leads directly out to the garden from the kitchen/dining area via the French patio doors. This is comparable with other dwellings in the street scene.

There would be a gap to the boundary of 2 metres with the nearest residential property which follows the rhythm of other properties in the street scene. There would also be front and rear garden areas and a private driveway to accommodate 2 no. cars along the side of the property.

The proposal incorporates pitched and gable roof types which line though with the eaves and ridge levels of other properties in the area. The scale of the proposal is therefore considered to be acceptable and in keeping other properties in the area.

There would be 1.8m high divisional timber fencing between the new property and existing sub-station, along the side and rear of the site. A 1.8m high lockable gate to the side of the property is proposed to provide security to the rear of the site. The 1.4m high post and rail fence is to be retained along part of the boundary with the adjacent Moston Brook, together with a section of stone wall that runs partly along the frontage and side of the plot where it abuts the post and rail fence. This appropriately marks the boundary to differentiate between the public and private defensible space. The driveway will be of an open aspect and will be demarcated with blocked paving.

The proposals design and layout is appropriate and fully in keeping with the area.



Residential Amenity

The existing substation lies along the shared common boundary with the site and there would be approximately 5.0m distance between the proposed gable elevation of the new dwellinghouse and the gable elevation of no.51 The Fairway. A distance of 2.0m is retained between the new property and the shared boundary with the substation, this allows for a sense of space and openness. (See proposed street scene above).



(See above proposal site with properties on West Avenue to the east)

There would be non-habitable kitchen window in the ground floor and 2 non habitable room (en-suite and bathroom) windows in the side elevation to the first floor along the boundary with the substation. Further windows in the form of a WC ground floor window and a first floor landing window are proposed in the elevation overlooking the Moston Brook Recreational ground. These non-habitable room windows would not pose any detrimental impact upon the residential amenity currently enjoyed by the neighbouring properties as they overlook public open space on the Moston Brook elevation.

Appropriate conditions would be attached to any consent granted requiring windows to be obscurely glazed, specifically the windows on the northern elevation to the first floor that serve the en-suite and the family bathroom, and the ground and first floors on the southern elevation that serve the cloakroom and landing respectively and no further windows or openings to be introduced in any part of the development in order to protect the privacy of the future occupants and existing residents

The proposed 1.8m high boundary treatments, to part of the rear and side boundaries are considered to be of an appropriate height to overcome any issues relating to the potential loss of privacy, or overlooking into and out of the proposal site.

The proposed building would be situated immediately south of the existing substation and no.51 The Fairway. The distance to the gable and wider garden area of number 51 The Fairway is approximately 10 metres and is comparable to the relationship of existing buildings within the street scene.

Sustainability/ Climate Change

The site includes space for parking but is also accessible by sustainable modes of transport being close to a range of public transport services, and local educational and retail facilities.

The proposed dwelling would be energy efficiency with insulation and double glazed windows which would reduce energy requirements.

The driveway would be fitted with an electric car charging point which would minimise impact on local air quality conditions from emissions together with onsite secure cycle storage. Biodiversity improvements would also be made in the form of tree planting (see below) landscaping and bird and bat boxes together with surface water management.

Accessibility

A ground level WC has been included in the design and level access has been included in the development.

Amenity Space

The proposal would include a generous front and rear garden with block paving, areas of lawn and soft landscaping. The overall garden area is generous in relation to the size of the property and provides adequate space for the size of dwelling proposed.

Trees

It is noted that a number of trees on the site have been felled.

As part of the application a tree report states that 12 individual trees and three groups of trees had been surveyed. These were category B and C and were of moderate and low quality. Notwithstanding this, the trees were mature and had amenity value as well as providing habitats. The proposal identifies one existing Ash tree close to the sites eastern (rear) boundary and a number of trees outside the site within the Moston Brook Space.

The submitted Tree plan indicates that 11 no. new native and non-native trees have been selected to be planted on the site. The species have been selected due to their ability to thrive and survive within the conditions on the site, benefit wildlife, and for their amenity value.

The tree plan indicates 2 no. trees to each corner of the frontage, 5 no. trees along the rear of the site, 2 no. trees along the south boundary of the site, one along the boundary with the sub-station and 1 within the site.

The tree mitigation plan is considered to be acceptable and should be implemented as part of the development together with protecting the remaining existing trees on site. The proposal would contribute to biodiversity at the site together with enhancing the setting of Moston Brook. This mitigation plan shall be secured by planning condition.



(Plan above shows retained trees, planting schedule and boundary treatments)

Ecology

An Ecological Impact Assessment has also been submitted which has been assessed by the Greater Manchester Ecology Unit (GMEU). The assessment found the site to have limited ecological value, although some trees and scrubs had been recently cleared.

Lighting would need to be carefully considered in order to minimise any impacts on bat habitats within Moston Brook together with ensuring there are no impacts on ecology from the construction process. The biodiversity enhancements in respect of tree planting and soft landscaping are acceptable together with the provision of bat and bird boxes.

Highways

The site is located adjacent to the adopted highway The Fairway with no kerbside restrictions operational. The adoption extends to the back of the footway, with grass verging present falling outside of the adopted area.

The addition of one residential dwelling is not anticipated to generate any significant increase in vehicle trips. The level of in curtilage parking provision is considered

acceptable. The fitting of an electric car charging point together with secure cycle storage is welcomed.

It has been demonstrated that the proposal would not impact on existing speed humps on The Fairway

In order to minimise disruption within the vicinity of the site and on the neighbouring traffic network, a condition in relation to a Construction Management Plan (CMP) will be applied to any consent granted.

Ground conditions

The initial desk assessment has indicated that the ground conditions are not complex and any required remediation is capable of being agreed by planning condition.

Flood Risk Management

The City Councils Flood Risk Management team have confirmed that the applicant should design and construct drainage systems to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system. A condition to that effect will be attached to any consent granted.

Refuse / Waste Management

The proposal indicates an area for a bin store, which would accommodate the four bins required, and would be sited next to the proposed bike store to the rear of the site.

A condition would be attached to any planning permission in order to agree the appearance of a bin store.

Community Safety and Crime Prevention

The proposal offers good levels of natural surveillance; the layout is simple without hidden recesses or undefined areas, windows to the front elevation overlook The Fairway. The security of the site will be further enhanced by the boundary treatment, which has been submitted and detailed.

Boundary Treatment

The current boundary treatment around the proposal site comprises of a timber ranch style fence to The Fairway elevation (erected by the applicant to secure the site), this connects to the existing dry stone wall that then returns along the path towards Moston Brook. The rear of the site comprises of an existing established hedge between the site and West Avenue and to the northern boundary with the electricity substation is a 1.4 metre high concrete post and timber panel fence.

The proposed boundary would comprise a 1.8 metre timber panel fence along the retained rear hedgerow, and as a dividing fence between the proposal site and

number 51 The Fairway. There would also be a 1.8 metre high timber fence and lockable gate running from the side of the property to the front of the bin and cycle store across to the southern boundary. The existing boundary of the concrete post and panel fence up to the boundary with the substation is to be retained. The front boundary is to be a continuation of the dry stone wall, and the existing access gate in the southern elevation is to be retained. The driveway is to be open plan. The proposed boundary treatment to the site frontage would not exceed 0.9m in height to ensure that it does not interfere with visibility.

Comments from Neighbours

Most of the comments raised have been addressed in the report.

For clarity the site does not form part of Moston Brook and the proposal respects and preserve the setting of this area. As such the principle of development is acceptable.

The proposal also allows for re-planting of trees to mitigate against those which have been previously removed by the applicant. This would also enhance biodiversity.

The appearance and scale of the dwelling would be in keeping with the other properties in the street scene and not result in any unduly harmful impacts on amenity from overlooking or loss of privacy.

The issues that relate to Land ownerships and Covenants on the land are addressed through Civil Law, and as such are not matters that can be considered under Planning Law as part of this planning application process.

Conclusion

The proposal is for a single four bed family dwellinghouse which is considered to be appropriate and acceptable in this location. The design of the dwelling would respond positively to the local area and setting of Moston Brook. Car and cycle parking together with waste management and landscaping all form part of the proposals.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the agent in a positive and proactive manner by informing the agent of comments received regarding the scheme and requesting revised drawings, appropriate conditions will also be attached to any consent granted.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

- o Location Plan drawing no: 20-027-P-01 stamped as received by the City Council as Local Planning Authority on 11 June 2020
- o Existing and Proposed Site Plan drawing no: 20-027-P-02-C stamped as received by the City Council as Local Planning Authority on 11 June 2020
- o Proposed Floor Plans and Elevations drawing no: 20-027-P-03-E stamped as received by the City Council as Local Planning Authority on 11 June 2020
- o Proposed Street Scene and Landscaping Plan with Roof Plan drawing no: 20-027-P-04-D stamped as received by the City Council as Local Planning Authority on 11 June 2020
- o Agents email dated and received 26 June 2020
- o Arboricultural Impact Assessment & Method Statement Ref: BE-944-01 Rev D, by David Watts Associates Ltd, dated 8 June 2020, stamped as received by the City Council as Local Planning Authority on 11 June 2020
- o Tree Planting Plan Ref: BE-944-04 Rev D, by David Watts Associates Ltd, dated 8 June 2020, stamped as received by the City Council as Local Planning Authority on 11 June 2020
- o Ecological Assessment Ref: BE-944-02E Rev A, by David Watts Associates Ltd, dated 8 June 2020, stamped as received by the City Council as Local Planning Authority on 11 June 2020

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

3) Prior to the commencement of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) Prior to occupation, a "lighting design strategy for biodiversity" for areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason - To protect and safeguard bats, the local bio-diversity and nature conservation, pursuant to policy EN15 of the Core Strategy for the City of Manchester.

5) Prior to any above ground works, a scheme for the Biodiversity Enhancement Measures, as set out in section 5.2 of the Ecological Assessment dated 8th June 2020 (ref: BE-944-02E) by David Watts Associates Ltd, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development and shall be retained thereafter.

Reason -To promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

6) Prior to development commencing, a full detailed surface water drainage strategy and layout for the site, based on sustainable drainage principles and consideration of historical tributary of Moston Brook which crosses the site shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development 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.

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 DM1 and EN18 of the Core Strategy.

8) 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 plan and where appropriate shall include:

The phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path

assessment) of satisfactory routeing both within the site and on the adjacent highway.

The document should also consider ongoing construction works and contractor parking in the locality.

Dilapidation survey as part of the Construction Management Plan document, the survey should include photographs and commentary on

The condition of carriageway / footways on construction vehicle routes surrounding the site.

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

9) The recommendations to protect amphibians and nesting birds during construction works identified in the submitted 'Ecological Assessment Ref: BE-944-02E Rev A, by David Watts Associates Ltd, dated 8 June 2020' shall be implemented prior to the occupation of the development and shall be retained thereafter.

Reason - To safeguard local bio-diversity and nature conservation, pursuant to policy EN15 of the Core Strategy for the City of Manchester.

10) The recommendations to protect amphibians and nesting birds during construction works identified in the submitted 'Ecological Assessment Ref: BE-944-02E Rev A, by David Watts Associates Ltd, dated 8 June 2020' shall be implemented prior to the occupation of the development and shall be retained thereafter.

Reason - To safeguard local bio-diversity and nature conservation, pursuant to policy EN15 of the Core Strategy for the City of Manchester.

11) The car parking space indicated on the approved plans 'Existing and Proposed Site Plan drawing no: 20-027-P-02-C' stamped as received by the City Council as Local Planning Authority on 11 June 2020, shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car parking space shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied pursuant to policy SP1 and DM1 of Manchester's Local Development Framework: The Manchester Core Strategy.

12) The block paving indicated on the approved plans 'Existing and Proposed Site Plan drawing no: 20-027-P-02-C' stamped as received by the City Council as Local Planning Authority on 11 June 2020, shall be installed and made available for use prior to the building hereby approved being occupied. The block paving shall then be maintained and retained at all times whilst the site is occupied.

Reason - In the interest of surface water run off pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

13) Prior to the first use of the use of the development, 1 no. electric car charging point shall be installed within the site, in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved

scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

14) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

15) 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 windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the approved 'Proposed Floor Plans and Elevations drawing no: 20-027-P-03-E' stamped as received by the City Council as Local Planning Authority on 11 June 2020.

Reason - In the interests of residential amenity pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy policy SP1 and DM1 Core Strategy for the City of Manchester.

16) Before first occupation the WC, landing, bathroom and en-suite window in the side elevations as shown on 'Proposed Floor Plans and Elevations drawing no: 20-027-P-03-E' stamped as received by the City Council as Local Planning Authority on 11 June 2020, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

17) 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 garages, extensions, roof dormers, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

18) 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 development 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.

19) Prior to first use of the premises, details of the security measures to be incorporated into the development, which, shall be to secured by design specification, shall be submitted for approval in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details and shall be implemented prior to first use.

Reason - To reduce the risk of crime and safeguard the security of residential occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

20) Notwithstanding the submitted details, the development hereby approved shall not be occupied until a plan indicating the positions, design, materials and type of all boundary treatment (including gates) to be erected, has been submitted to and approved in writing by the City Council as Local Planning Authority. The boundary treatment shall be completed before the dwellinghouse hereby approved is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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, pursuant to policies SP1 and DM1 of the Core Strategy.

21) Prior to development commencing, details of the specifications, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - To ensure adequate bicycle storage space for the development, interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester.

22) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless evidence of nesting birds is submitted to the satisfaction of the City Council that the nesting bird's nests are absent.

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

23) 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.

24) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved 'Arboricultural Impact Assessment & Method Statement Ref: BE-944-01 Rev D, by David Watts Associates Ltd, dated 8 June 2020 and Tree Planting Plan Ref: BE-944-04 Rev D, by David Watts Associates Ltd, dated 8 June 2020, stamped as received by the City Council as Local Planning Authority on 11 June 2020, 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.

25) The hard and soft landscaping shall be carried out in accordance with drawing 'Proposed Street Scene and Landscaping Plan with Roof Plan drawing no: 20-027-P-04-D' stamped as received by the City Council as Local Planning Authority on 11 June 2020. The approved scheme shall be implemented prior to the first use 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.

26) Prior to first use of the development a scheme for the storage and disposal of refuse (including a Waste Management Pro-forma), shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development, be in place prior to first use 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 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

27) The gated access as shown on drawing 'Existing and Proposed Site Plan drawing no: 20-027-P-02-C' stamped as received by the City Council as Local Planning Authority on 11 June 2020, shall be made available to allow authorised access from that point. The development shall be carried out in accordance with the approved details and shall thereafter be maintained and retained.

Reason - In the interests of gaining necessary access to the adjoining Moston Brook Recreational Space, pursuant to policies SP1 and DM1 of the Core Strategy.

28) Prior to occupation of the development hereby approved, the details of the design and materials for the bin store shown on drawing ref: 20-027-P-02-C -SITE PLAN shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved store shall remain in situ whilst the use or development is in operation.

Reason - To ensure an acceptable development and to protect amenity, pursuant to policy DM1 of the Manchester 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: 127142/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:

Environmental Health

**MCC Flood Risk Management
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
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 :	Janet Lawless
Telephone number :	0161 234 4535
Email :	j.lawless@manchester.gov.uk

